

Frequently Asked Questions (FAQ) for Service Providers

Higher Mass Limits in NSW – What you need to know

What's happening?

- A new Higher Mass Limits (HML) notice (New South Wales Higher Mass Limits Declaration 2020) came into effect on 2 April 2020
- In addition, new arrangements came into effect in August 2020 for Road Trains.

In conjunction with this Notice, updates to operating arrangements for Road Train combinations up to 36.5m long came into effect in August 2020.

- The new notice requires vehicles operating at HML to be enrolled in either the:
 - Intelligent Access Program (IAP) or
 - Telematics Monitoring Application (TMA).
- Before this change, vehicles operating at HML in NSW needed to be enrolled in the IAP.

Transport operators now have a choice when it comes to loading vehicles at HML in NSW – they should consider the different features of each application in relation to their business.

What vehicles are involved?

Vehicle categories eligible to operate at HML include (click on the links for updated arrangements introduced in August 2020):

- Short Combination
- B-doubles up to 26 metres long
- [A-double/ Type 1 road trains](#)
- [B-triples not longer than 36.5m](#)
- [Modular B-triples](#) and [AB-triples](#) not longer than 36.5m
- Vehicles operating under the Performance Based Standards (PBS) scheme, including quad-axle combinations (available by permit).

Questions about the new HML arrangements?

Please email Transport for NSW at roadfreight@transport.nsw.gov.au

Under the new Notice that came into effect on 2 April 2020, vehicles operating at HML in NSW can now be enrolled in either IAP or TMA.



What if a vehicle is operating at HML in NSW and Queensland?

The changes only apply in New South Wales.

Vehicles operating at HML in Queensland will need to be enrolled in the IAP in Queensland.

What's TMA?

TMA is a new application of the National Telematics Framework.

IAP Service Providers are now offering TMA to transport operators for HML in NSW.

TMA makes HML in NSW more accessible to more transport operators.

What's the difference between IAP and TMA?

There are two main differences between the IAP and TMA:

1. Type-approved telematics hardware:

The **IAP** requires **specific, high integrity devices**, with **controlled installation, maintenance and removal procedures**











TMA allows for the use of a **broader range of devices**, with **more flexible installation, maintenance and removal procedures**.

2. Data shared with Transport for NSW (TfNSW):

- The **IAP** shares **Non-Compliance Reports (NCRs)** with TfNSW.
- TMA allows specific data to be shared with TfNSW. Access to TMA data by TfNSW is stored and controlled by TCA. TMA **does not identify non-compliant events** by sending NCRs to TfNSW.

(TCA stores data collected through TMA for a period of 12 months from the date of collection. TfNSW can only access TMA data under agreed arrangements with TCA).

The following table provides an overview of the key differences between the IAP and TMA:

	TMA	IAP
Telematics Hardware		
Type-approved devices	 (or equivalent acceptable to TCA)	 (specific, high integrity devices)
Controlled installation, maintenance and removal procedures		
More flexible installation, maintenance and removal procedures		
Data Sharing		
Non-Compliance Reports shared with TfNSW		
TMA data* shared with TfNSW		

*** Telematics data collected through TMA is limited to:**

- Vehicle registration data
- Vehicle position data
- Time and date data
- Self-declared vehicle configuration data
- Vehicle configuration and mass data, if the vehicle is fitted with a Smart OBM System.

Note: A Smart OBM System is a Category B or C type-approved OBM system, capable of collecting and sharing axle mass data through TMA.

What do frontline staff need to do for customers?

- Manage the signing of ASP/TO Agreements with customers, if they want to enrol in TMA (the existing IAP/TO agreement remains unchanged for customers enrolling vehicles into the IAP)
- Work with Transport for New South Wales (TfNSW) to cancel Intelligent Access Conditions (IACs) for those customers electing to move vehicles from IAP to TMA
- Manage commercial arrangements with customers (for existing customers moving vehicles from the IAP to TMA) as necessary.

Who can I talk to for more information about the transition arrangements for HML?

Please contact Janelle Shotton for further information about transition arrangements on **(03) 8601 4630**.

For more information on HML, visit tca.gov.au/hml

You can also find useful information for transport operators at tca.gov.au/transport-operators