



HIGH PRODUCTIVITY FREIGHT VEHICLES (HPFV) MONITORING

For Transport Operators

Driving productivity and safety benefits with data and technology.



TELEMATICS AND SMART OBM OPEN UP NEW ROAD ACCESS OPPORTUNITIES.

Transport operators of vehicles travelling under Victoria's High Productivity Freight Vehicle (HPFV) arrangement can operate with increased payloads, and access new parts of the road network.

HPFV Monitoring is a Victorian Government initiative that enables safe and compliant access for eligible heavy vehicles travelling on approved Victorian routes.

You can reduce the need for permits while carrying more freight when accessing approved routes in Victoria.

The COVID pandemic has introduced more difficulties for transport operators in terms of impacted staffing and potentially added costs amid complexities of managing cashflow and fuel without government compensation. HPFV Monitoring aims to alleviate some pain points on asset use and optimisation.

Not all roads and infrastructure can provide safe access to HPFVs. This may be a result of bridges with weight and height limitations, unsuitable road geometry for vehicles longer than 26m or exclusions due to amenity issues, for example pedestrian or school precincts, etc.

Enrolling in HPFV Monitoring allows operators to meet new telematics requirements that help to broaden access, deliver easier first-and-last kilometre approval and reduce the needs for permits, while providing protection for Victoria's roads and bridges.

The key benefits of HPFV are:

- Greater productivity for transport operators
- Leveraging on the benefits of investing in a Performance-Based Standards (PBS) vehicle
- Broadened access to road networks
- Less red tape in the requirements for access permits
- More freight, less vehicles - improve safety by reducing the number of heavy vehicle trips on public roads
- Economies of scale in reduced transportation costs
- Assurance that vulnerable roads and bridges are protected
- Informed decision making using data analytics to better plan the road network and our communities.

Want to know more about operating a HPFV? Visit the [VicRoads heavy vehicle website](#) or email heavyvehicles@transport.vic.gov.au.



OPTIONS FOR HPFV MONITORING

The Department of Transport administers two options for HPFV Monitoring to allow eligible vehicles to travel on approved routes across the Victorian road network.

Transport operators can use a combination of:





- HPFV scheme **with** mass monitoring or
- HPFV scheme **without** mass monitoring.

The eligibility of an HPFV to enrol in one of these schemes will depend on factors such as vehicle length and gross combination mass (GCM).

To participate in a HPFV Monitoring scheme, transport operators must make sure that their truck is an eligible PBS vehicle, and must conform with the National Class 2 PBS (High Productivity) Authorisation Notice 2022.

Find out about the scheme, and which vehicles are eligible to enrol at tca.gov.au/hpfv.

The following table shows which vehicle combinations need to be fitted with a Smart OBM system.

Dimension and Gross Combination Mass (GCM)	Smart OBM	Scheme(s) to enrol in
Heavy vehicle combination that exceeds 26 metres and/or has more than 68.5 tonnes GCM		■ HPFV Monitoring Scheme with mass monitoring
Heavy vehicle combination up to 68.5 tonnes GCM on the PBS Level 2B network		■ HPFV Monitoring Scheme without mass monitoring
Quad-axle semi-trailer between 46 and 50.5 tonnes GCM		■ HPFV Monitoring Scheme with mass monitoring
Quad-axle semi-trailer up to 46 tonnes GCM on the PBS Level 2B network		■ HPFV Monitoring Scheme without mass monitoring

Note: Location monitoring for the HPFV scheme can be performed through the Intelligent Access Program (IAP) or the Telematics Monitoring Application (TMA).

For more information on differences between IAP and TMA, visit tca.gov.au/iap-tma

HPFV MONITORING - HOW DO I GET STARTED?

Getting started is simple!

1. Check the requirements of the Notice and see whether your HPFV needs Smart OBM.

2. Enrol for HPFV with a certified service provider.

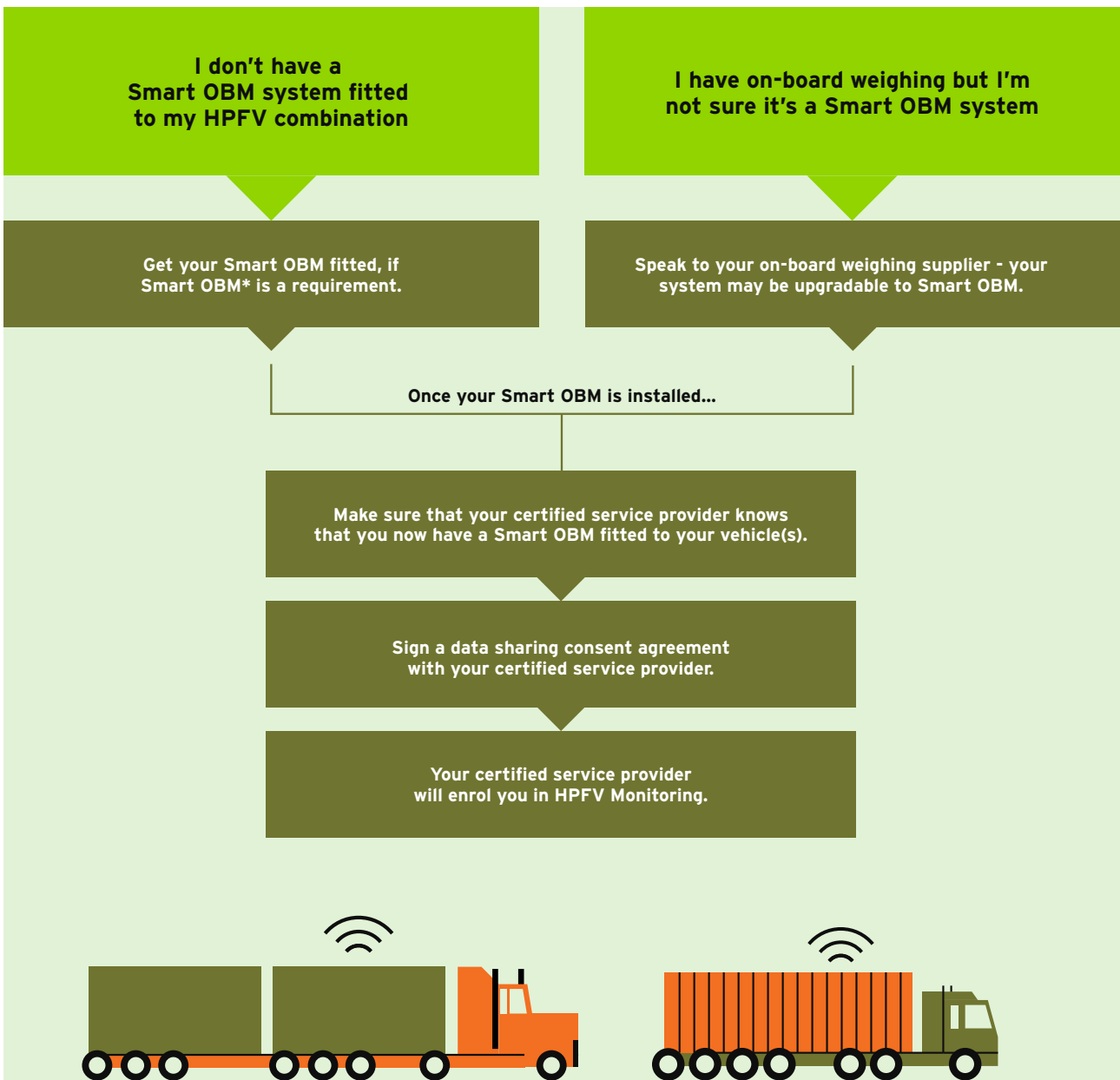
3. Check which OBM supplier your certified service provider is paired with for Smart OBM, or vice versa.

To check the pairings between certified service providers and Smart OBM systems, go to tca.gov.au/smart-obm-asp.



Interim OBM systems cannot be used for Smart OBM.





*Make sure that your certified service provider is paired with your choice of Smart OBM system.

You must also meet other requirements of the National Class 2 PBS (High Productivity) Authorisation Notice 2022.

See also our OBM fact sheet 'Getting started on a Smart OBM' at tca.gov.au/smart-obm-start.

WHY IS SMART OBM SO IMPORTANT?

Smart OBM is critical to increasing the productivity of roads and transport operators.

A Smart OBM system is an On-Board Mass system that has been approved by TCA, which can collect and transmit standardised data.

A Smart OBM System must be paired with a certified application service provider.

To operate a HPFV combination at more than 68.5 tonnes GCM, or a quad-axle semi-trailer at between 46 to 50.5 tonnes GCM, an approved Smart OBM system will need to be fitted to the combination.

Under this access arrangement, transport operators can carry between 68.5 tonnes up to 85.5 tonnes GCM - which is about 26% increase in payload per trip.

Every fully loaded HPFV with Smart OBM (travelling at a maximum of 85.5 tonnes GCM) has a payload of approximately 55 tonnes.

This is more than twice the payload of a single semi-trailer operating at 46 tonnes, and results in:

- halved truck trips on public roads
- improved safety exposure
- significantly reduced road wear and vehicle emissions.

In context, HPFVs made over 150,000 journeys across the Westgate Bridge during 2021 - this figure would have doubled to 300,000 if it were semi-trailers instead.

Road managers in Victoria rely upon the mass data from Smart OBM systems to manage the risk of bridge and structural wear from higher mass vehicles.

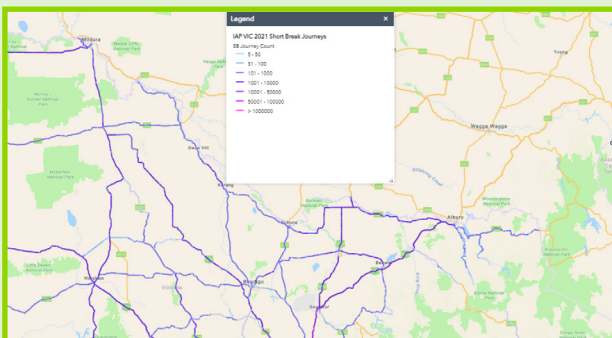
Victoria currently applies reduced load factors to structures, allowing higher mass vehicles to cross them, with both state and local governments increasingly using telematics to justify bridge and pavement upgrades for higher productivity.

Through mass monitoring and analysis of vehicle position, road managers can make better use of public road assets ('sweating the assets') while improving safety.

What HPFV Monitoring Is Telling Us...

The value of de-identified data

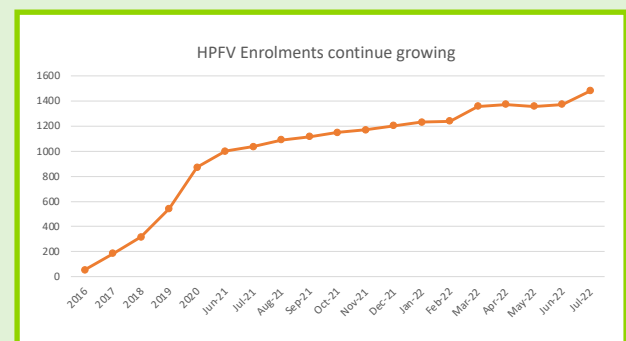
The Victorian Department of Transport and local governments in Victoria can see de-identified and aggregated data on the movement of vehicles enrolled as HPFVs, to assess impacts on local roads, and better understand the regional importance of access, as well as first and last mile requirements.



HPFVs are growing rapidly

The number of HPFVs has boomed since commencement of the program in 2014.

The last 12 months has shown a 74% increase in vehicle numbers.



MYTHBUSTING

⊗ MYTH:

I already have on-board weighing - so I'm good right?

✓ FACT:

Smart OBM systems need to be type-approved by TCA. Existing OBM systems can be recognised as Smart OBM

⊗ MYTH:

All I need is Smart OBM

✓ FACT:

Smart OBM systems need to be "paired" with a certified service provider

⊗ MYTH:

Authorities will have unfettered access to my data

✓ FACT:

1. Consent arrangements are in place for the use of data (what it can and can't be used for)
2. Data from Smart OBM is sent to TCA
3. Access to data is strictly controlled by TCA (independent of authorities)

REMEMBER TO COMPLETE THESE STEPS:

- 1 Fit Smart OBM
- 2 Enrol with a certified service provider
- 3 Agree to share data



For more information

Transport Certification Australia
Level 6, 333 Queen Street
Melbourne VIC 3000

T (03) 8601 4600

E tca@tca.gov.au

W tca.gov.au

