

Topic today

SPVs (Special Purpose Vehicles)

Providing industry with access, while protecting council assets and reducing paperwork for all!



Councils/Road Managers position in the system.

Although it is a requirement for All Road Managers to be consulted prior to SPVs travelling on their roads, for various reasons, many councils have been ignored by industry in this process.

With the introduction of NHVR, part of it's responsibilities is obtaining consent from roads managed by states, third party road managers and local road managers including councils

As NHVR takes on delegation of each states permit system, NHVR themselves will be coming to each and every road manager to obtain consent on behalf of the SPV user.



No longer will the Councils be ignored in the process, which is great for the councils understanding and controlling the use of their assets.

But, it will create a significant workload. And, as a lot of councils have not received many applications in the past, the impending workload may well be overwhelming.

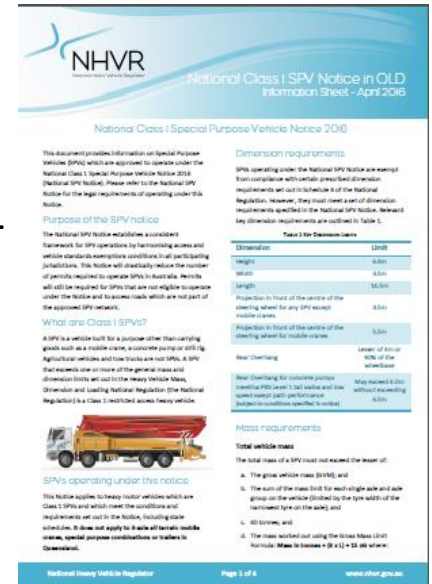


What is being done about it?

NHVR has created the 'National SPV Notice'.

The National Class 1 SPV notice, authorises the use of Class 1 SPVs up to 40 tonnes on gazetted networks in participating jurisdictions, provided they meet certain criteria.

It is important to remember that SPVs as per the notice are machines/vehicles that earn their income on the worksite, not on the road. The amount of annual road travel for an SPV is generally about 10% compared to most other heavy/over-dimensional vehicles.



The image shows a document titled 'National Class 1 SPV Notice in QLD Information Sheet - April 2016'. It is a page from the National Heavy Vehicle Regulator (NHVR). The document provides information about the National Class 1 Special Purpose Vehicle (SPV) Notice. It includes sections for 'Purpose of the SPV Notice', 'What are Class 1 SPVs?', 'SPVs operating under this notice', and 'Mass requirements'. A table titled 'Table 1: Key Dimension Limits' lists various dimensions and their limits. An image of a yellow and red SPV is also included.

NHVR
National Heavy Vehicle Regulator

National Class 1 SPV Notice in QLD
Information Sheet - April 2016

National Class 1 Special Purpose Vehicle Notice 2016

This document provides information on Special Purpose Vehicles (SPVs) which are approved to operate under the National Class 1 Special Purpose Vehicle Notice 2016 (National SPV Notice). Please refer to the National SPV Notice for the legal requirements of operating under this Notice.

Purpose of the SPV Notice

The National SPV Notice establishes a consistent framework for SPV operations for participating states and vehicle standards, exemptions conditions in all participating jurisdictions. This Notice will practically reduce the number of permits required to operate SPVs in Australia. Permits will still be required for SPVs that are not eligible to operate under the Notice and business loads which are not part of the approved SPV network.

What are Class 1 SPVs?

A SPV is a vehicle built for a purpose other than carrying goods such as a mobile crane, a concrete pump or drilling. Agricultural vehicles and low tractors are not SPVs. A SPV that exceeds one or more of the general mass and dimension limits set out in the Heavy Vehicle Mass, Dimension and Loading National Regulation (the National Regulation) is a Class 1 (multi-axle) access heavy vehicle.

SPVs operating under this notice

This Notice applies to heavy motor vehicles which are Class 1 SPVs and which meet the conditions and requirements set out in the Notice, including state conditions. It does not apply to a vehicle which carries people, carries special purpose commodities or trailers in Queensland.

Dimension requirements

SPVs operating under the National SPV Notice are exempt from compliance with certain prescribed dimension requirements set out in Schedule 6 of the National Regulation. However, they must meet a set of dimension requirements specified in the National SPV Notice. Relevant key dimension requirements are outlined in Table 1.

Dimension	Limit
Height	4.0m
Width	2.5m
Length	16.5m
Projection in front of the centre of the steering wheel for any SPV except mobile cranes	0.5m
Projection in front of the centre of the steering wheel for mobile cranes	0.5m
Rear Overhang	Lesser of 4.0m or 60% of the wheelbase
Rear Overhang for concrete pumps (with a 100mm or 1.5m axle and low speed heavy path performance (subject to condition specific exemptions))	May exceed 4.0m without exceeding 6.0m

Mass requirements

Total vehicle mass

The total mass of a SPV must not exceed the lesser of:

- The gross vehicle mass (GVM) and
- The sum of the mass limits for each single axle and axle group on the vehicle (listed by the type ADR of the maximum tyre on the axle) and
- 40 tonnes, and
- The mass specified on the Heavy Mass (HM) Certificate. Mass in tonnes = $35 + (1 - 33 \times \text{HM value})$

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SPV Class1 Gazette Notice features mobile cranes and concrete pumps that are either 2 axles and not more than 12t per axle, or cranes/pumps that meet the Bridge Formula (3L+15).

Interesting to note that the 3 & 4 axle types under this notice were already travelling under a guideline in Qld and the 2 axle 'Franna' types, were the vehicles introduced.

2-axle pick and carry crane
Typically approximately 10.0 m long



2-axle all terrain mobile crane
Typically approximately 10.2 m long



4-axle mobile concrete pump
Typically approximately 12.0 m long



3-axle truck crane
Typically approximately 12.5 m long



4-axle truck crane
Typically approximately 13.2 m long



Current Status as at end July 2018

SPV_Networks

Ports and Airports Network

Progress Latest



QLD_Network_Development_Progress_



No Formal Response



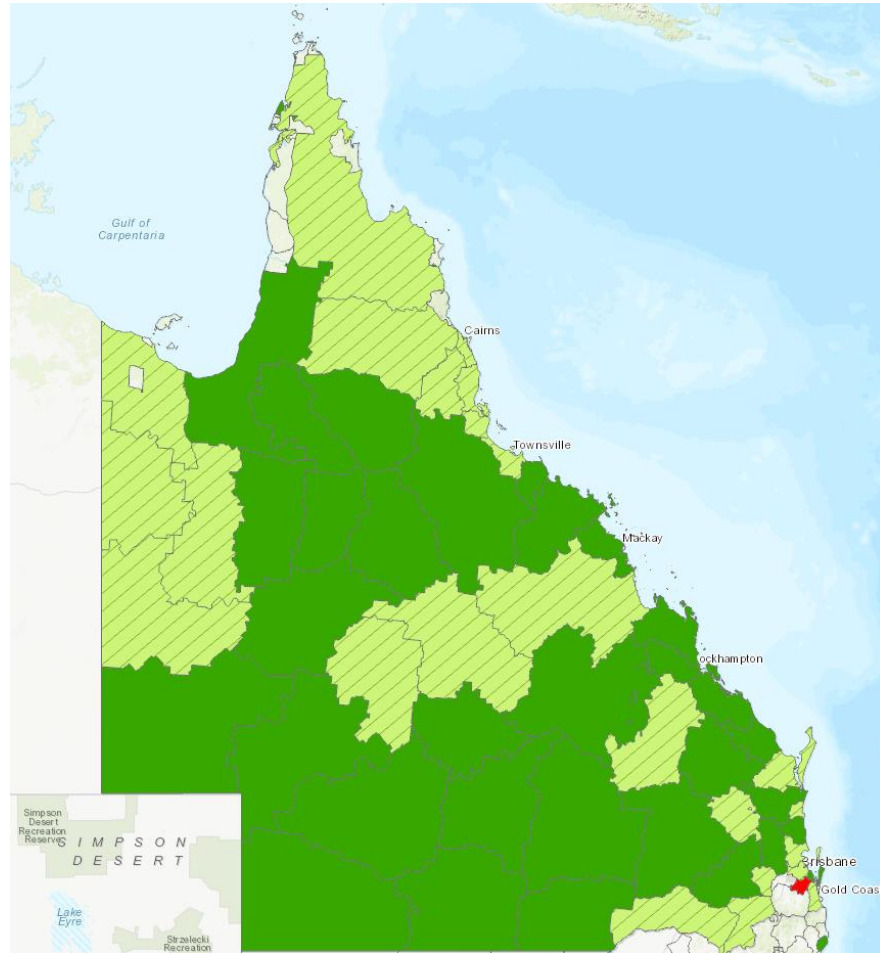
Access without Restrictions



Access with Restrictions



Permit Required



Where to next?

The plan for SPVs within the crane industry and the road managers alike, is to have no permits at all.



Realistic First Steps

More notices for other SPVs &

A system of pre-approvals for SPVs of all sizes

Benefits:-

- Time saving within councils avoiding repetition permits
- Efficiency for the crane industry in permit times
- Cost savings overall

By efficient permit times , we work to ensure permit applications are placed and adhered to. When permits turn-around times are not good, the actual applications do not occur and stresses to structures and roads cannot be controlled.

Questions?



Vehicle Examples ...

