Title	**Transport by road overweight and overdimension loads that do not require a pilot or overdimension permit**		
Level	**4**	**Credits**	**7**

Purpose	People credited with this unit standard are able to: prepare to transport a specified overweight and Category 1 overdimension load; prepare a specified overweight and Category 1 overdimension load and vehicle for transport; drive a vehicle carrying a specified overweight and Category 1 overdimension load; deliver a specified overweight and Category 1 overdimension load; and carry out post-trip duties.

Classification	Commercial Road Transport > Heavy Haulage

Available grade	Achieved

Prerequisites	Drivers must hold a current full driver licence and/or endorsement appropriate to the class of vehicle being driven and equipment being loaded or unloaded.

Guidance Information

1 Legislation, regulations, references and/or industry standards relevant to this unit standard include but are not limited to the:

- Health and Safety at Work Act 2015;
- Land Transport Act 1998;
- Road User Charges Act 2012;
- Heavy Motor Vehicle Regulations 1974;
- Road User Charges Regulations 2012;
- Traffic Regulations 1976;
- Land Transport (Road User) Rule 2004;
- Land Transport Rule: Heavy Vehicles 2004;
- Land Transport Rule: Vehicle Dimensions and Mass 2016;
- Waka Kotahi New Zealand Transport Agency (NZTA). (current edition). *The Official New Zealand Truck Loading Code – Code of Practice for the Safety of Loads on Heavy Vehicles.* Available from: https://nzta.govt.nz/roadcode/;
- Waka Kotahi New Zealand Transport Agency (NZTA). (current edition). *The Official Road Code for Heavy Vehicle Drivers.* Available from: https://nzta.govt.nz/roadcode/;
- Waka Kotahi New Zealand Transport Agency (NZTA). (current edition). *Class 2 Load pilot course* (*Part 5, Traffic control at bridges being crossed by overweight vehicles*). Available from: https://www.nzta.govt.nz/resources/;

- Waka Kotahi New Zealand Transport Agency. (2013). *Roadside Inspection Guidelines for Heavy Vehicles*. Available from: https://www.nzta.govt.nz/resources/;
- Waka Kotahi New Zealand Transport Agency. *Vehicle dimension and mass permitting manual (VDAM), Volume 1.* Available from: https://www.nzta.govt.nz/resources/;
- KiwiRail. Information relating to permits required for crossing the railway line with over height, over width, over weight, or long loads. Available from: https://www.kiwirail.co.nz/how-can-we-help/access-the-rail-corridor/over-sized-loads/;
- Waka Kotahi New Zealand Transport Agency. (2004). *Overweight Permit Route Maps, (OPRM).* Available from: http://nzta1.cwp.govt.nz/resources/overweight-permit-route-maps/full-index-list.html;
- Waka Kotahi New Zealand Transport Agency. (2007). *Overdimension Vehicle Route Maps, (OVRM).* Available from: http://nzta1.cwp.govt.nz/resources/overdimen-veh-route-maps/full-index-list.html;
- Related Waka Kotahi New Zealand Transport Agency forms: NZTA 803 and NZTA 804. Available from: https://www.nzta.govt.nz/resources/.

Any new, amended, or replacement Acts, regulations, Rules, standards, codes of practice, authority requirements or conditions affecting the outcome of this unit standard will take precedence for assessment purposes, pending review of this unit standard.

2 Definitions

BESS refers to NZTA policy on Bridge Engineering Self Supervision, as contained in the VDAM manual.

A *bridge* refers to a structure designed to carry a road or path over an obstruction (such as a river, road, or rail line) by spanning it and includes culverts with a waterway area greater than 3.4m^2 and stock underpasses (adapted from NZTA).

A *choke-point* refers to a point on the road network that requires special attention, for example, a road with a narrow restriction where oncoming vehicles must be stopped to allow an oversize vehicle past.

OPRM refers to *Overweight Permit Route Maps.*

OVRM refers to *Overdimension Vehicle Route Maps.*

RCA refers to Road Controlling Authority, which is the authority, body or persons having control of the road.

Road furniture refers to pedestrian refuges, power poles, stop and give-way signs, street signs, telephone poles, threshold signs, traffic control signs such as traffic lights, and any other items that are positioned on or near a road and that need to be considered by an operator in relation to an overdimension load vehicle fitting the route.

The Rule refers to the Land Transport Rule: Vehicle Dimensions and Mass 2016.

Site requirements are specific to each individual site and reflect the physical characteristics of the site and organisational requirements of both the site owner and transport operator.

A *vehicle* may be a single vehicle or a combination vehicle.

VDAM manual refers to *Vehicle dimension and mass permitting manual*.

Workplace procedures refer to organisation policies and procedures that are documented in memo, electronic, or manual format and available in the workplace. They may include but are not limited to – standard operating procedures, site specific procedures, site safety procedures, equipment operating procedures, quality assurance procedures, product quality specifications, manufacturer's requirements, references, approved codes of practice, housekeeping standards, good practice guides, environmental considerations, on-site briefings, supervisor's instructions, and procedures to comply with legislative and local body requirements relevant to the transportation of overdimension and overweight vehicles and/or loads.

3 Assessment information
Evidence presented for assessment against this unit standard must be consistent with safe working practices and be in accordance with applicable service information, workplace procedures and legislative requirements.

Outcomes and performance criteria

Outcome 1

Prepare to transport a specified overweight and Category 1 overdimension load.

Performance criteria

1.1 The vehicle type selected is confirmed in accordance with company requirements for the proposed load.

1.2 Route is planned.

Range bridge repairs, bridge structures, bridge dimensions and weight limits, choke-points, manoeuvre points, overhead obstructions, railway level crossings, road conditions, road furniture, road works, route position markers, route restrictions, service conductors, wires, cables, temporary road closures, traffic control.

1.3 The dimensions of the load are checked to confirm that it meets the legal requirements for a Category 1 load not requiring a pilot or overdimension permit.

1.4 The planned mass of the loaded vehicle is checked against the proposed route to confirm that the legal requirements for any Waka Kotahi NZTA or other RCA overweight permit(s) are going to be met.

1.5 A trip procedure is planned that is in compliance with legal requirements and any overweight permits.

Range KiwiRail over height, over width, over weight, or long load permit for railway line crossing; Waka Kotahi NZTA or RCA overweight permit; communications; driver hours; foreseeable contingencies; meeting locations and times with authorities; prohibited travel times and areas; routing; speeds; weather forecasts.

1.6 Equipment carried on the vehicle is checked to be operational.

Range first aid equipment, fire extinguisher, load security equipment, measuring equipment, lighting (including auxiliary lighting), overheight load skidding, radio communication equipment, hazard warning flags and panels.

1.7 A pre-load check of the vehicle is carried out in accordance with the tractor and trailer (semi) diagram in the Roadside Inspection Guidelines for Heavy Vehicles.

1.8 Documentation is checked and trip arrangements are confirmed in accordance with the Rule and the VDAM Manual.

Range Rule requirements include – operating under legal requirements of a Category 1 load;
VDAM Manual requirements include – BESS registration, bridge supervisor, and driver's responsibilities;
company requirements include – driver worktime logbook, haul route, loading and unloading site(s) access, Overdimension Vehicle Route Maps, Overweight Permit Route Maps, permits (overweight permits), KiwiRail permits, local RCA permits), special instructions.

1.9 Methods of responding to contingencies en route are confirmed.

Range contingencies include – accidents, mechanical faults, route detours, stationary vehicles, stopping oncoming traffic, traffic backed up, weather.

Outcome 2

Prepare a specified overweight and Category 1 overdimension load and vehicle for transport.

Performance criteria

2.1 The loading site is confirmed as safe and accessible, before driving the vehicle onto the site and positioned.

2.2 The load is correctly positioned on the vehicle in relation to its centre of gravity, and within the tolerance of the vehicle's axle loading in accordance with the VDAM Manual, any overweight permits and the Rule.

2.3 Loading operations are safe and customer requirements are met.

2.4 The load is secured to prevent movement during transit in accordance with the Truck Loading Code.

Range certified and rated cargo restraints, chains, and twitches; load chocks, dunnage and support equipment; vehicle tie down fittings and locations.

2.5 The vehicle and load are safely prepared and are in accordance with the Rule and company requirements.

Range Rule requirements – hazard warning panels, flags, lighting, operator and on-road supervisor responsibilities; company requirements may include – mirrors, signs, warning devices; over-height load skidding; loose dirt or stones on trailer deck or equipment; rocks in dual wheels; loose items on load; tyre inflation.

Outcome 3

Drive a vehicle carrying a specified overweight and Category 1 overdimension load.

Performance criteria

3.1 The speed and position of the vehicle are controlled while being driven on the road in accordance with the Road Code and any conditions of an overweight permit.

3.2 The vehicle's variable height systems (if fitted) are adjusted where necessary.

3.3 Bridge crossing supervision, railway line crossing, travel times and monitoring load safety during the journey are carried out in accordance with the Rule and the VDAM Manual.

3.4 Action to manage hazards whilst driving is carried out in accordance with the Rule.

Range bridges, choke-points, overhead wires, road conditions, road furniture, traffic, weather conditions (e.g. fog, ice, rain, snow, wind).

3.5 The vehicle is manoeuvred and stopped.

Outcome 4

Deliver a specified overweight and Category 1 overdimension load.

Performance criteria

4.1 The site is verified as correct, and any delivery difficulties are identified and resolved, in accordance with delivery instructions.

4.2 Ground protection is laid out and traffic control and management procedures are implemented as required.

4.3 The vehicle is positioned and parked.

4.4 Unloading procedures are followed to meet safety and site requirements.

Range without injury to people and/or damage to the load, vehicle, equipment or property.

Outcome 5

Carry out post-trip duties.

Performance criteria

5.1 The load is checked as being safely off the road.

5.2 Warning lights are turned off and hazard warning panels and/or flags are removed.

5.3 The vehicle combination is returned to the smallest dimension practicable in accordance with the Rule.

5.4 Documentation is completed.

5.5 Requirements are followed when returning the vehicle, in accordance with the Rule.

Replacement information	This unit standard and unit standard 23887 replaced unit standard 1766.

Planned review date	31 December 2028

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	21 September 2007	31 December 2021
Review	2	26 September 2019	31 December 2025
Review	3	29 June 2023	N/A

Consent and Moderation Requirements (CMR) reference	0014

This CMR can be accessed at http://www.nzqa.govt.nz/framework/search/index.do.

Comments on this unit standard

Please contact Hanga-Aro-Rau Manufacturing, Engineering and Logistics Workforce Development Council qualifications@hangaarorau.nz if you wish to suggest changes to the content of this unit standard.