

## **MEDIA RELEASE**

### **OSOM Review Needed to Get Australia Moving**

The [Australian Logistics Council](#) (ALC) is supporting calls for an independent review of the rules governing the movement of [Oversize Overmass \(OSOM\)](#) vehicles on Australian roads, saying the dysfunction of the current system is wreaking enormous economic damage.

“OSOM vehicles are commonplace in some of Australia’s most important export industries, including the mining and resources and agricultural sectors, as well as in construction. The inefficiencies baked-in to the current system are costing our national economy millions of dollars,” said ALC Managing Director, Michael Kilgariff.

“The complex arrangements currently in place, requiring the [National Heavy Vehicle Regulator](#) (NHVR) to negotiate with over 400 different road asset managers nationally, is rendering the system unworkable.”

“In effect, the NHVR now has accountability for outcomes over which it does not exercise control. Meanwhile, approval for OSOM movements rests in the hands of road asset owners who, because of limited resources, may not be well-placed to make decisions expeditiously.”

“This is creating a situation where some businesses are waiting in excess of 100, 150 and sometimes even 200 days for approvals to move equipment. Worse still, operators are expected to obtain new approvals every time they wish to move the same load, on the same OSOM vehicle, along the same route, from the same origin to the same destination.”

“There have been instances where mining equipment has been put onto a barge and shipped from the Northern Territory to Queensland, because it is more efficient and less costly than enduring the delays incurred during the cumbersome process of seeking approvals for OSOM permits under the existing arrangements.”

“There are other examples where materials for major infrastructure projects have languished on the backs of trucks for well over a month, because of delays in obtaining permission for OSOM vehicles to transport them from the point of origin to the project site.”

“The [Final Report](#) of the *Inquiry into National Freight and Supply Chain Priorities* specifically identifies streamlining the route approval process for OSOM movements as a priority action.”

“Therefore, it would be prudent for the Federal Government to immediately commission an independent review of the system, so that any subsequent changes can be implemented simultaneously with the [National Freight and Supply Chain Strategy](#),” he concluded.

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