



Under the compliance and enforcement (C&E) reforms, the existing system of administrative tolerances for dimension limits will be replaced with Dimensional Measurement Adjustments.

The new arrangements allow for greater accuracy for measuring heavy vehicle and load height, length and/or width by police and Department for Transport, Energy and Infrastructure (DTEI) Transport Safety Compliance Officers.

What are Dimensional Measurement Adjustments?

A Dimensional Measurement Adjustment is the amount of width, length and height deducted from the Measured Dimensions (as shown on the measuring equipment) to give a vehicle an Assessed Dimensions.

i.e. Assessed Dimensions = Measured Dimensions – Measurement Adjustment

Enforcement action may be taken when a vehicle's Assessed Dimensions exceed the legal limit.



Why introduce Dimensional Measurement Adjustments?

The application of Measurement Adjustments provides legal certainty for the measurement of dimensions. The Measurement Adjustments account for any potential variations in the assessed dimensions due to the measuring equipment, differences in site characteristics, different measuring methods and the conditions under which the measurements are made.

Measurement Adjustments ensure all these factors are taken into account before determining whether an offence has actually occurred.

The Categories

There are two categories of Dimensional Measurement Adjustments based on the characteristics of the measuring site:

- **Category 1** – measurements are conducted at sites that have an even surface, the highest point of the vehicle is easily visible and the measurement equipment meets the standards outlined in the *Austrroads Model Enforcement Guidelines for Heavy Vehicle Dimensions*
- **Category 2** – measurements are conducted at sites under less favourable conditions than Category 1 measurements.

The Breach Categories

If a breach is committed at a time or in circumstances that pose a higher risk to other road users, the category of risk for penalty purposes also increases to the next highest category.

• Width breaches

If a width breach is committed:

- at night
- in hazardous weather conditions causing reduced visibility
- on a declared route (the Minister can declare a road or part of a road a declared route by a notice published in the Gazette)
- when the load projects from the vehicle in a way that is dangerous to persons or property.

THEN:

- a minor risk category breach is taken to be a substantial breach
- a substantial risk category breach is taken to be a severe risk breach.

Dimensional Measurement Adjustments

Dimension	Measurement Adjustment (MA)
Width	20 mm
Length	Category 1 – 100mm for vehicles or combinations, together with their load, have a statutory length that is equal to or less than the maximum statutory length of B-doubles.
	Category 2 – 300mm for vehicles or combinations such as road trains which, together with their load, have a statutory length longer than the maximum statutory length of B-doubles.
Height	Category 1 – 30mm
	Category 2 – 100mm

• Length breaches

If a length breach occurs when:

- the rear of a load fails to carry a required warning signal (a brightly coloured flag or piece of material flag during daylight hours and a red light that can be seen for 200 metres between sunset and sunrise)
- the load projects from the vehicle in a way that is dangerous to persons or property.

THEN:

- a minor risk category breach is taken to be a substantial breach
- a substantial risk category breach is taken to be a severe risk breach.



Dangerous projections

A load on a vehicle must not project in a way that is dangerous to a person or property, even if all dimensions, warning or other requirements are met.

If a breach involves only a dangerous projection, it is considered a minor risk breach. However, if the breach is committed at night or in hazardous weather conditions causing reduced visibility, the breach is taken to be a substantial risk breach.

Further information

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