



Frequently Asked Questions

January 2010

PBS Map Portal

Q. What are Performance Based Standards and SMART trucks?

Performance Based Standards (PBS) offers the potential for heavy vehicle operators to achieve higher productivity outcomes through innovative vehicle design.

The PBS scheme has important safety benefits as vehicles are assessed against world class standards, and efficiency gains mean fewer trucks on the road. The PBS scheme also delivers environmental benefits as it utilises newer and more productive vehicles which move freight more efficiently. These gains are typically not available under conventional 'one size fits all' prescriptive mass and dimension rules or the state-based permit system.

PBS sets minimum vehicle 'performance' standards to ensure trucks are stable on the road and can turn and stop safely, and are tagged as 'SMART' trucks. SMART trucks are "matched" to travel on certain road networks which can be seen through the new online mapping portal.

Q. How are the SMART trucks better than conventional trucks?

The amount of freight on Australian roads is expected to double by 2020 and challenges such as urbanisation and climate change mean that improving transport productivity is more important than ever before.

Higher capacity vehicles or SMART trucks drive economic growth by making the freight task more efficient, without necessarily compromising safety or environmental protection.

This is achieved through performance based standards (PBS) which specify the safety and productivity objectives to be achieved, but leaves the means flexible. This is a move away from previous prescriptive truck manufacturing standards which hamper innovation.

Q. How long has PBS been operating?

The PBS scheme has been in operation since October 2007.

Q: How many PBS vehicles have been approved?

Over 80 buses and heavy vehicle combinations have been approved so far.



Q. How else is the PBS scheme being improved?

The NTC is currently considering options for improving the operation of the PBS scheme to make the access process more streamlined and accessible. The NTC will be releasing a regulatory impact statement for discussion of options for doing this in February 2010.

Q. What does the mapping portal do?


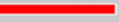

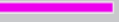
The mapping portal is an online tool developed by the NTC that allows truck operators to find routes for SMART trucks across the city, state or country. The portal is interactive and allows users to zoom all the way to street level to see exactly where the different levels of SMART trucks can travel.

As a central point for the latest SMART truck route information across Australia, operators can plan their journeys more easily, as previously operators had to piece together the different maps for each state/territory.

Q. How do I access the map portal?

Visit <http://www.ntc.gov.au> and click on the PBS maps graphic on the bottom of the homepage.

Q. What do the colours refer to on the map?

- PBS Level 1**
 Displays roads on which ONLY level 1 vehicles can operate.
- PBS Level 2**
 Displays roads on which level 1 AND level 2 vehicles can operate
- PBS Level 3**
 Displays roads on which level 1, 2 AND 3 vehicles can operate.
- PBS Level 4**
 Displays roads on which level 1, 2, 3 AND 4 vehicles can operate.

Q. What types of vehicles do the access levels refer to?

State and territory road agencies have classified the Australian road networks against a set of PBS guidelines. Refer below:



Road class	Scheme vehicle level	Close present vehicle description
Level 1 access (L1)	1	From passenger cars to single articulated
Level 2 access (L2)	2	B-double
Level 3 access (L3)	3	Double road train (Type I)
Level 4 access (L4)	4	Triple road train (Type II)

Q. Who will have access to the mapping portal?

The map portal will be available to the general public on the NTC website.

Q. Will the maps be available in any other form for those without access to a computer?

Specific hard copy maps for each state and territory will be available from respective road agencies.

Q. Who is responsible for updating the map portal and classifying routes for the SMART trucks?

The map portal was developed by the NTC.

It is the responsibility of the state/territory road agencies and local governments to classify and approve routes for SMART trucks on their respective road networks.

States and territories are engaged in an ongoing process to add more routes to the network. These maps will be updated regularly as more routes become available.

Q. Not all the roads are classified, why?

Australia has a large network of roads. States and territories are working on the process of classifying their network of roads to determine which level of vehicle access they will grant. This process is ongoing.

The road agencies are also working with local governments in order to provide access to local roads for these vehicles and this will be updated in the map portal as soon as the data becomes available.

Q. Do I still need to gain permits for road network access for SMART trucks from road authorities?

Yes. Access to the network for SMART trucks remains dependent on approval of the vehicle design by the PBS Review panel and permits issued by the relevant road authorities.



Q. I have suggestions for improving this map portal, is there a contact I can use?

Please send your feedback and comments to pbsmaps@ntc.gov.au

Q. Where can I get more information about the map portal and SMART trucks?

Please visit our website at www.ntc.gov.au or contact Jose Arredondo, NTC Senior Policy Analyst Productivity on (03) 9236 5015.