



Review of the 2013/14 NSW Grain Harvest Management Scheme

Background

One of the biggest threats to a successful grain harvest is the farmer's ability to get grain quickly from the field to safe storage.

The accurate loading of trucks in the paddock is affected by factors such as variable field conditions (moisture, soil type and topography); variable crop types, grain densities and grain weights; on-the-go unloading; and simultaneous loading by two or more in-field sources.

Vehicle mass regulations and enforcement on the road network are designed to protect the safety of all road users and the condition of the road infrastructure. To ensure compliance with these regulatory standards whilst balancing the difficulties associated with vehicle loading

the industry response is to err on the side of caution in loading. This practice slows the harvest clearance, exposes the farmer to greater environmental risk and results in more vehicle trips on road infrastructure than is necessary.

The NSW Grain Harvest Management Scheme was developed in response to industry needs for improved productivity and efficiency in the grain transport task. It is designed to decrease harvest risk, protect roads and to increase productivity and efficiency by facilitating the grain industry to move the average vehicle load towards 100% of the allowable mass.

The scheme is an initiative under the NSW Freight and Ports Strategy.



Transport for NSW (TfNSW) implemented a Grain Harvest Management Scheme (GHMS) for the 2013/14 harvest. Under this Scheme eligible vehicles were able to exceed regulated total mass limits by up to five per cent when delivering wheat, barley, rice, oats, canola and legumes from farms to participating grain receivers.

The 2013/14 GHMS was developed as a 'proof of concept' to guide development of long-term solutions.



Scope of the review

Primary Objectives of the GHMS

1. Promote the safe movement of grain.
2. Facilitate the movement of grain off farms to grain receivers during the peak harvest season.
3. Maximize the productivity of the existing fleet of vehicles to complement increase in on-farm productivity.
4. Minimize the number of vehicle trips between farm gate and receival point.
5. Protect road and bridge infrastructure.
6. Manage excess loads on-site, rather than return those loads to the road network.
7. Support the competitiveness of the NSW grain industry on national and international markets.
8. Maintain existing statutory obligations, including Chain of Responsibility laws.

Methodology

TfNSW engaged CleanStar Australia (CSA) to review the performance of the 2013/14 GHMS against its objectives.

CSA undertook analysis of harvest outcomes, key grain receiver records, and TfNSW and NSW Roads and Maritime Services (RMS) records. The observations and recommendations of the review were derived through gathering and analysing relevant data (both quantitative and qualitative) from a range of sources.

Stakeholder consultation was undertaken using engagement methods and feedback channels including one-on-one interviews, meetings with larger organisational constituents and industry associations representing a collective of stakeholders, participation in the Livestock and Bulk Carriers Association (LBCA) conference (particularly the GHMS segment), three regional conferences, on-site meetings with receivers and packers, and survey submissions.

Key stakeholders included:

- Grain growers (farmers)
- Grain carriers (professional drivers)
- Grain carriers (owner-driver which can include farmers)
- Transport companies
- Grain receivers – including AgriGrain, Akazien Hof Grain and Fertilizer, Australian Mining Group, AWB Grain Flow/Cargill, BFB Pty Ltd, Emerald Grain, GrainCorp, Louis Dreyfus, Manildra Grain, Mountain Industries, Robinson Grain, SunRice and Viterra
- Industry associations – NSW Farmers Association, Livestock and Bulk Carriers Association, the Australian Trucking Association
- Feedlots
- Local councils
- Government agencies.

GrainCorp was the principal provider of receiver records, with the review relying largely on extrapolation for non-GrainCorp data, validated by comparisons with available Australian Bureau of Statistics (ABS) data.



2013/14 grain task

The NSW 2013/14 winter crop is estimated to have produced 9,344,000 tonnes.

Tonnages produced in the grain harvest under review were smaller than the four year average but in line with the 10 year average. There was not a uniform yield across the State. In northern NSW the yield was well down on the 10 year average because of poor rainfall and other climatic impacts. In other regions the yield was closer to 10 year averages.

Although volatile, the pattern of production for NSW grain is trending towards increasing volumes as crop acreages expand and farming systems improve. Over five seasons, 2007/08 to 2011/12, NSW average grain production was 11 million tonnes, with a standard deviation of 4.5 million tonnes. A bumper NSW crop could result in total production in the order of 20 million tonnes.

In terms of the value of grain production, the six main statistical divisions (Central West, Murray, Murrumbidgee, North Western, Northern and South Eastern) generated \$9.5 Billion of agricultural commodity value in the 2010/11 season. This was 81% of NSW's total agricultural production. Within the six statistical divisions, broad acre grain crops generated \$4.2B of agricultural value.

This is effectively the State's entire grain crop and 36% of the State's agricultural value.

Within the statistical divisions cereal grain production is the largest local agricultural activity, both by value and tonnage. It contributed \$3.5B or 37% of total agricultural value.

Deregulation of the grain markets, increases in on-farm storage and the fact that much NSW grain goes to the domestic market means that constraining delivery to the traditional closest bulk receival site would be inefficient and impractical. In addition, limiting the GHMS to grains loaded in the paddock does not comprehend the increasing trend to on-farm storage, and would be very difficult to monitor and enforce.

Of the grains eligible for the 2013/14 GHMS, the crop profile can broadly be described as:

- A 13% increase in area planted to wheat but a 7% reduction in production;
- A 9% increase in area planted to barley but an 11% decline in production;
- A 41% decrease in area planted to canola (in response to low soil moisture reserves at planting) with a commensurate 48% decline in production; and

Wheat, barley and canola contributed 91% of the total production, with wheat totalling 71%.

Key findings

The clear view of the majority of those engaged by the review team was that this GHMS 'proof of concept' had been successful. The Scheme demonstrated modified industry practices and provided no noted increases in adverse impact on the State's pavements.

Pending a number of improvements and clarifications, most stakeholders supported its continuation in the next grain harvest season. However, a small number of councils reserved their agreement to participate in a future Scheme until they see the detailed implementation proposal.

Performance against objectives

The GHMS had eight primary objectives. The review assessed the performance of the Scheme in meeting those objectives in three categories as follows:

1. Objective fully achieved with no requirement for other than routine adjustments to policy or process.

- Objective 3 – Facilitate the movement of grain off farms to grain receivers during the peak harvest season.
- Objective 4 – Minimise the number of vehicle trips between farm gate and receival point.
- Objective 8 – Maintain existing statutory obligations, including Chain of Responsibility laws.

2. Objective partially achieved with encouraging prospects. Adjustments to policy or procedures should be achieved if possible prior to rolling out a 2014/15 GHMS.

- Objective 1 – Promote the safe movement of grain.
- Objective 3 – Maximise the productivity of the existing fleet of vehicles to complement increases in on-farm productivity.
- Objective 5 – Protect road and bridge infrastructure.
- Objective 7 – Support the competitiveness of the NSW grain industry on national and international markets.

3. Objective not sufficiently achieved and requires urgent attention with short term policy development needed.

- Objective 6 – Manage excess loads on-site, rather than return those loads to the road network.

Stakeholder responses to the assessment of meeting the scheme objectives included:

- Safe movement of grain - 64% of respondents agreed that overall this was achieved
- Movement of grain from farms to receivers during peak season - 90% of respondents agreed that the scheme provided the confidence to load more efficiently
- Minimise the number of vehicle trips - most growers were positive in their responses
- Road and bridge infrastructure - over a third of councils thought the range of eligible vehicles and combinations was optimal for pavement wear and bridge stress.

Issues to be addressed

Issues identified with the rollout of the GHMS or aspects essential for a future scheme included:

- Clearer implementation and communication plans.
- Engagement with large receivers to ensure consistent application of the scheme across the State.
- Industry support for the provision of the scheme in providing a capped allowance to facilities loading to the GML limit.
- Not all vehicles used in the collection of grain at the peak of harvest were eligible for the Scheme, which had an adverse impact on Scheme take up. However, the take up rate was good overall and this does not significantly impact on productivity improvements while helping to protect road condition.
- The uneven application of the scheme at receiver sites created potential safety implications by returning overloaded vehicles to public roads.
- Administration needed to be improved to enable stakeholders to obtain clarification of policy and improve day-to-day enforcement of regulations.
- The efficacy of the Green Line Pavement Vertical Loading Standard expressed in terms of Equivalent Standard Axles (ESA) was, despite its limitations, generally accepted by most as a reasonable unifying basis for understanding pavement life and Vehicle Code impacts on pavement.
- There was a view that there was a need for a formal memorandum of understanding between regulators and supply chain stakeholders. Key receiver companies saw the need for an industry code of practice.
- The standardised agreements for the storage and/or warehousing and/or on-farm storage of grains are currently used in transactions between growers and receivers might be the vehicle through which loads should be accepted and penalties is devised for overloads.
- There needs to be clear, unambiguous and enforceable regulations that are strongly and rapidly enforced.
- Many councils had concerns about the impact of heavier vehicles on local infrastructure.
- The scheme excluded some grains. The view was expressed by some stakeholders that any future scheme needed to include all grains. Other producers are likely to want similar considerations to be applied to their crops.
- Any future scheme should aim for alignment between the different state schemes.

Review process

The recommendations of the review were derived by analysis of the following factors:

1. Scheme mass limits

The Ministerial Order specified new allowed mass limits which increased the legal mass limits for eligible vehicles. This capped allowance was designed to facilitate loading to the GML limit.

For the period 15 October 2013 to 31 May 2014 vehicles participating in the GHMS were exempt from accreditation under the mass management module of the National Heavy Vehicle Accreditation Scheme (NHVAS) or equipped with type-approved on-board mass (OBM) units.

The implications of this exemption not being extended beyond 31 May 2014 is that a range of owner-drivers will be required to enrol in the NHVAS almost immediately and incur additional costs.

A number of owner-drivers indicated that they do not perceive any real advantage from being enrolled during the grain harvest period, their period of maximum truck use.

There are insufficient resources to move the harvest without involving both professional drivers and owner-operator vehicles at its peak.

Participation in the NHVAS is not considered to be of sufficient relevance at this stage, however, in the context of uniformity across the entire network there is value in seeking to encourage a level playing field.

2. Weight limit type performance

A key element addressed in the review of the scheme was consideration of any implications for industry productivity. The review analysed the gross weight delivery performance of each of the key truck codes against the gross weight limit for each of the weight limit types.

There was an increase in average gross mass for trucks that participated in the scheme compared to those that did not participate.

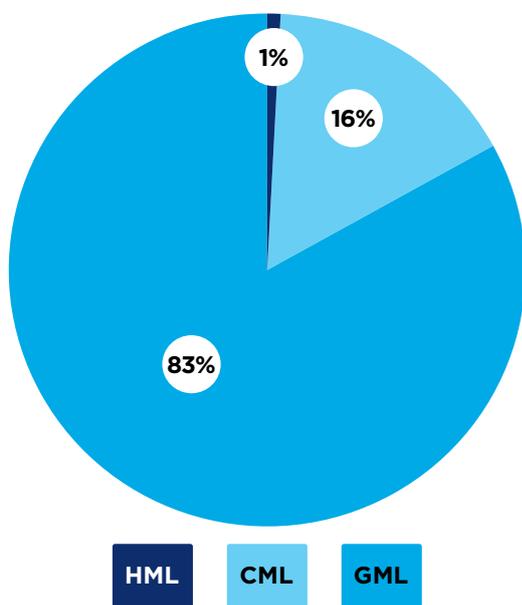
When compared to the 2012/13 harvest, results indicate that the NSW grains industry clearly embraced the scheme.

Interpretation of the impact of the new allowed mass limits generally varied depending on stakeholder status. For those stakeholders in a position to directly benefit from the introduction of the scheme (ie farmers/growers), the GHMS conditions were interpreted as intended, enabling them to load more efficiently.

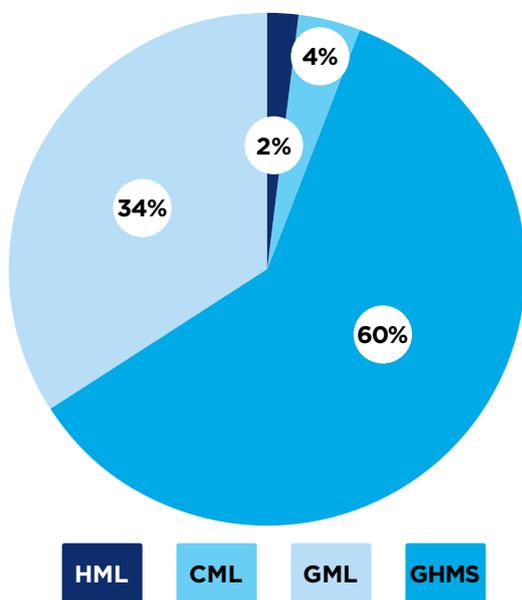
Councils have responsibility for local and regional road infrastructure maintenance, with this figuring prominently in their interpretation of the allowance to mass limits. The key concern of councils was in relation to damage to infrastructure.

Based on stakeholder feedback and analysis, the review team was of the opinion that the road network did not suffer increased identifiable damage as a result of the GHMS.

Pre-GHMS percentage of total deliveries falling under each of the applicable weight limit classifications in 2012/13



GHMS percentage of total deliveries falling under each of the applicable weight limit classifications in 2013/14



3. Eligible vehicles and combinations

A total of 95% of the 2013/14 harvest was delivered by the 15 eligible vehicle and combination types approved for eligibility in the Ministerial Order.

In 2013/14, as in the previous year, 83% of the crop was delivered by the top five truck types:

- Code 12 – Prime Mover and Semi Trailer (6 axle)
- Code 28 – Road Train and Prime Mover (11 axle)
- Code 68 – B Double (9 axle)
- Code 16 – Rigid Truck & DOG (6 axle)
- Code 09 – Rigid (3 axles).

All these vehicles were eligible to participate in the 2013/14 Grain Harvest Management Scheme.

Relative to the south, a greater proportion of the northern NSW crop is delivered by higher productivity truck combinations.

A total of 17 ineligible types made in excess of 7,500 deliveries (467,200 tonnes) into GrainCorp facilities.

The view was expressed by farmers that the scheme should be open to all truck types, subject to appropriate CML caps.

4. Truck impact and pavement wear

The efficacy of the Green Line Pavement Vertical Loading Standard expressed in terms of Equivalent Standard Axles (ESA) was accepted as a reasonable unifying basis for understanding pavement life and vehicle code impacts. A vehicle which is above the Green Line causes more damage to the pavement thereby decreasing pavement life and significantly increased road maintenance costs compared with vehicles that are below the line.

Analysis indicated that 45,000 deliveries were made by vehicles which were above the Green Line.

Councils expressed concern about the future of vehicles determined to be road damaging as a result of their classification in relation to the Green Line. They were also concerned about the issue of vehicle speed and its detrimental impact on pavement damage, particularly when road verges and sub-grades were saturated.

With respect to safety and asset protection, encouraging the migration of the NSW fleet towards higher productivity combinations with lower ESA ratings is an important goal.

5. Delivery patterns

The Ministerial Order applied during the period 15 October 2013 to 31 May 2014.

Approximately 324,000 deliveries were required to move the 2013/14 winter crop from paddock to storage.

The first receipt was taken in the last week of August 2013 and the last delivery in the first week of February 2014, resulting in a 22-week delivery period. Including the summer crop harvest (rice, sorghum, corn, mungbeans, sunflowers etc) would further widen the harvest delivery window.

The NSW harvest window effectively runs from September (barley and early wheat in the north west) through to May/June when the late summer crop harvest (sorghum in the north and rice in the south) occurs. Furthermore, the industry trend towards more on-farm grain storage capacity and marketing and transportation throughout the year is giving rise to a more annual pattern of grain movement. A July to June period would harmonise the NSW GHMS with the Queensland scheme, as well as marketing and business cycles.

A distinct harvest peak was observed in late November 2013, with one-third of all deliveries being made within a two week period across the third and fourth week of November.

Without involving both professional driver and owner-operator vehicles, operating together, there are insufficient resources to maintain productivity during the harvest peak.

The pattern of distribution of gross weights did alter between 2012/13 and 2013/14. In 2013/14 the distribution curve was more akin to the classic symmetrical bell-shaped curve representing normal distribution. This indicates that industry adjusted its behaviour

in response to the GHMS, resulting in improved loading to the regulatory limit.

In 2013/14, there were obvious performance differences between those trucks that participated in the GHMS and those that didn't. Broadly, the key differences can be described as:

- Approximately 60% of deliveries below GML (below the 95% range) were trucks that weren't participating in the GHMS;
- At GML (99% to 100% and 100% to 101%) the split between non-participating and participating trucks was effectively 50:50;
- Above GML but below 104% to 105% approximately 90% of the deliveries made were by trucks participating in the scheme; and
- Of the grossly overloaded vehicles (greater than 105%) trucks participating in the scheme are over represented at almost 90% of deliveries. For deliveries made at greater than 110% of GML equivalent, the split reverts to 50:50 of those participating in the scheme versus those that didn't.

This pattern of delivery behaviour is to be expected given the relative immaturity of the scheme and some issues with stakeholder understanding.

6. Flow on effects on changes in delivery volumes at receival sites on the rail network

The GHMS is an important first step in tackling the supply chain cost challenge. That is, it facilitates the efficient movement of grain from the header into the commercial storage network where scale, infrastructure and logistics can ensure a least cost supply chain.

Notwithstanding this, real supply chain costs reversion and productivity gain can only be achieved through investment in the rail network (wagon weights, travel speed, train lengths and passing loops) and the introduction of Ultra High Capacity Road Transport linking the site of grain production (the paddock/farm) to the rail network.

Each of these steps is critical in tackling the pressures evident in the NSW grain freight task.

Analysis by GrainCorp indicates that rail use for domestic end users is limited to the big flourmills so most of the harvest goes by road.

A recent report by the Australian Export Grains Innovation Centre (AEGIC) found that the average cost for transporting wheat in Australia over a 200 kilometre journey was between \$60 to \$75 per tonne. This cost is stripped off the wheat price farmers attract from global and domestic markets and represents about one-third of the current price.

Grain exports from NSW must manage the export task using railways that can handle axle loads of between 16 tonnes to 19 tonnes, compared to 23 tonnes or more in Canada and the US.

Australia's grain trains cart between 2000 tonnes and 3000 tonnes per journey. In contrast, the AEGIC notes, Fortescue Metals Group's private Pilbara railway can handle 40 tonne axle loads and carries trains hauling 29,000 tonnes of iron ore per train.

Even modest reductions in supply chain costs have a major impact on productivity and the NSW farming economy.

7. Data

Delivery data from the GHMS was received from a number of independent sources. However, the review's analysis relied heavily upon GrainCorp data as the completeness and accuracy of the other data sets was limited.

For the integrity of the scheme, improvement in communications with and preparation by receivers will be necessary, not only to capture data more accurately but also for the wider success of the scheme.

8. Governance

Stakeholders expressed the view that improved clarity on governance issues, such as purpose and administration, will result in more efficient operation of the scheme and significantly improved communications and stakeholder management.

9. Overloads

In 2013/14 mass in excess of the scheme allowance was to be rejected by the receiver. The excess mass was skimmed to avoid dumping, with overloads reported for the purpose of recording a non-compliance "strike".

Vehicles with mass overloads exceeding 5% above the GHMS concession mass limits were to be immediately removed from the scheme and faced breach action. There were delays in the distribution of strike notices with some not received until after the harvest was completed.

The review found that the approach to overloads and rejection required improvement with a penalty regime that acts as a sufficient deterrent to overloading.

Clear procedures for handling overloaded vehicles at receipt sites need to be established that comply with NSW Chain of Responsibility (COR) legislation and acknowledge the difficulty of accurate loading of grain in-field or on-farm.

10. Compliance

NSW Police and RMS continued to have responsibility to enforce compliance with the relevant legislation and notices. Operators of vehicles enrolled in the scheme were to carry at all times documentation demonstrating they are permitted to operate at GHMS masses. As a condition of participation, all grain receivers were required to formally report receipt records to RMS.

Stakeholders see the NSW COR legislation as the authority that identifies the compliance and regulatory regimes administered by RMS. However a GHMS specific document may have been appropriate for the reporting, compliance and enforcement of the scheme.

11. Communications and Stakeholder Engagement

There was a need to increase stakeholder awareness and communicate the benefits of the scheme. Due to the short implementation timeframe, there was a lack of understanding of the scheme across all stakeholder groups, with a large volume of telephone and email enquiries to TfNSW as a result.

These issues can be addressed through the development and earlier implementation of a Communications and Stakeholder Engagement Plan.

Review recommendations and TfNSW response

No	Recommendation of review	TfNSW response
1	It is recommended that the 2013/14 GHMS be continued in 2014/15 with clearer and earlier communication to stakeholders regarding conditions and weight limits.	Supported Improved stakeholder communications on GHMS conditions will be implemented for 2014/15, however an earlier rollout of the communications strategy won't be achieved due to the time required to finalise the 2013/14 review and administrative arrangements for 2014/15.
2	It is recommended that the 2014/15 GHMS remain the same as the 2013/14 scheme in providing a capped allowance to facilitate loading to the GML limit.	Supported
3	It is recommended that the exemption from NHVAS enrolment and from the requirement to be fitted with certified on-board mass (OBM) scales, due to expire on 31 May 2014, be extended indefinitely.	Partially supported It is recommended that the exemption from NHVAS enrolment and from the requirement to be fitted with certified on-board mass (OBM) scales, due to expire on 31 May 2014, be extended until the end of the season 31 May 2016.
4	It is recommended that TfNSW note that NHVAS enrolment for owner-drivers remains a highly contentious issue that requires industry and National Heavy Vehicle Regulator (NHVR) engagement and policy resolution.	Comment is noted
5	It is recommended that the ESA Green Line approaches to pavement wear be used as a key consideration in determining eligibility of vehicle types as the scheme is further developed.	Supported
6	It is recommended that all truck types be included in the 2014/15 GHMS.	Not supported It is recommended that the list of eligible truck types remain unchanged for the 2014/15 GHMS.

No	Recommendation of review	TfNSW response
7	It is recommended that receivers as part of the development of a code of practice, adopt a universal truck code for use by the industry, to be supported by RMS.	Supported
8	It is recommended that TfNSW encourage councils and RMS to impose strict conditions under the Roads Act to protect roads that are placed under significant threat by water.	Comment is noted
9	It is recommended that TfNSW encourage migration of the NSW fleet towards higher productivity combinations with lower ESA pressures than currently observed in delivering the NSW grain harvest.	Comment is noted
10	It is recommended that, despite considerable support for a higher capped allowance limit of 7.5%, scheme consensus would be best served by the 2014/15 GHMS being consistent with the 2013/14 scheme.	Supported
11	It is recommended that road managers collectively identify and promulgate within receival site catchment areas preferred wheat routes that seek to enable better access to and from HML routes.	Noted
12	It is recommended that improving access for higher productivity vehicles at higher mass limits be supported by reviewing IAP route restrictions to final destinations to assist in more efficient delivery of grain to receival sites.	Supported

No	Recommendation of review	TfNSW response
13	It is recommended that all broad acre grains, including cereals, oilseeds and pulses be included in the 2014/15 GHMS.	<p>Supported subject to council concurrence</p> <p>The scheme will be open to the following grains:</p> <ul style="list-style-type: none"> • Cereals (wheat, barley, rice, oats, triticale, sorghum, maize, millets) · • Oilseeds (canola, sunflowers, monola, safflower) • Pulses (chickpeas, faba beans, lupins, mung beans, field peas, soybeans, vetch, lentils).
14	It is recommended that the 2014/15 GHMS operate from 1 July 2014 to 30 June 2015.	Supported
15	It is recommended that the 2014/15 GHMS apply only from paddock to practicable receival sites participating in the scheme.	Supported

No	Recommendation of review	TfNSW response
16	<p>It is recommended that:</p> <ul style="list-style-type: none"> a. A GHMS Board be established to oversee future governance arrangements; b. Future governance arrangements must be established to include clearly delineated responsibilities for TfNSW as the policy maker, RMS as the regulator and an administrator; c. Governance arrangements be based on formal agreements between TfNSW, RMS, the appointed administrator, growers and receivers as necessary; and d. Given the short response time prior to introduction of the 2014/15 GHMS, the indicated lack of resources in TfNSW, and the lack of an agreed industry administrator, consideration be given to a commercial tender for the administration of the Scheme for the next two years. 	<p>Partially supported – TfNSW will establish a consultative committee and RMS will administer the 2014/15 scheme</p>
17	<p>It is recommended that:</p> <p>The overload policy be developed to include:</p> <ul style="list-style-type: none"> • acceptance of all loads at all receiver sites, • a three strike system of penalties above GHMS limits, • disqualification for gross overloads, and • proceeds of overloads transferred to Councils; and <p>A system of warnings be developed to be issued by receivers for carriers whose loads are consistently between 101-105%.</p>	<p>Partially supported – there is a need to establish a compliance policy for the GHMS consistent with the National Heavy Vehicle Law</p>

No	Recommendation of review	TfNSW response
18	<p>It is recommended that the following schedule of warnings should apply:</p> <ul style="list-style-type: none"> • GML – business as usual • > GML but < GML + 5% – warning notice • > GML +5% but < GML + 10% – fine and strike notice (1 of 3). Removal from scheme if three strikes are reached • > GML + 10% – fine and immediate removal from scheme <p>(Note that allowance is vehicle specific)</p>	<p>Partially supported – there is a need to establish a suitable compliance policy for the GHMS consistent with the <i>National Heavy Vehicle Law</i></p>
19	<p>It is recommended that:</p> <ul style="list-style-type: none"> • A communications and stakeholder engagement plan be completed prior to launching the 2014/15 scheme; and • Clearer and earlier communication to stakeholders regarding conditions and weight limits be issued. 	<p>Supported</p> <p>Improved stakeholder communications on GHMS conditions will be implemented for 2014/15, however an earlier rollout of the communications strategy won't be achieved due to the time required to finalise the 2013/14 review and administrative arrangements for 2014/15.</p>
20	<p>It is recommended that:</p> <ol style="list-style-type: none"> a. Charges for registration in the scheme are introduced; b. An application for each vehicle to be enrolled in the Scheme should be submitted to the Administrator and an enrolment fee paid; c. The TfNSW staff rate of effort for the 2013/14 scheme be noted; d. Staffing levels for administration of the scheme include appropriate managerial and clerical staff; and e. Costs for registration in the scheme be hypothecated for the scheme until it is cash flow positive. 	<p>Partially supported</p> <p>Further investigation is required into some of these items for implementation in the medium to long term.</p>

GHMS: going forward

The independent review concluded that the 2013/14 Grain Harvest Management Scheme was well received and should be continued.

The recommendations of the review were broad reaching. Many of these recommendations require further consideration and policy development, which could not be achieved in time for the 2014/15 harvest.

TfNSW and RMS will consult with affected stakeholders to progress of potential medium and long term policy changes.

The parameters for the 2014/15 scheme will be consistent with the current scheme, with the following exceptions.

- The list of eligible grains has been expanded and now includes:

- Cereals (wheat, barley, rice, oats, triticale, sorghum, maize, millets)
- Oilseeds (canola, sunflowers, monola, safflower)
- Pulses (chickpeas, faba beans, lupins, mung beans, field peas, soybeans, vetch, lentils).
- The current exemption applying to the need to be accredited under the mass management module of the NHVAS or be equipped with type-approved on-board mass units has been extended until the expiration of the current order, ie 31 May 2016.

The exemption has been extended to allow for TfNSW and RMS to undertake policy work and consultation on this issue.





September 2014

© State of NSW through Transport for NSW

freight.transport.nsw.gov.au



Transport
for NSW