



NSW Grain Harvest Management Scheme

July 2019 – June 2020 Harvest Period Report



GHMS July 2019 – June 2020

The NSW Grain Harvest Management Scheme (GHMS) promotes the safe and productive movement of grain. It provides up to 5% mass allowance for productivity and minimises the risks associated with the variable conditions of loading trucks at farms. It is designed to minimise heavy vehicle movements, protect roads and to increase productivity and efficiency of the grain industry.

The GHMS full year reporting is based on data provided to Transport for NSW by Participating Grain Receivers (PGRs) during the July 2019 to June 2020 period. The total harvest figures in this report include crops covered by the GHMS.

For the Financial Year 2020 harvest period, the total harvest size decreased by 20% (1,621,352 to 1,294,130 million tonnes) from 2019-2020. The Australian Bureau of Agricultural and Resource Economics and Sciences ([ABARES 2020](#)) estimated a reduction in summer crop production of 62% (Financial Year 2019-2020), due to prolonged drought conditions which severely limited the area planted to summer crops and yields. The percentage of deliveries made under the GHMS remained consistent (75% of all deliveries) for full year harvests in 2019 and 2020. By utilising GHMS concession types, a total of 1,626 one way trips were saved (using an average GHMS vehicle) in the same period, which increased the percentage of trips saved from 3.37% to 3.71% (2019-2020).

Key Points on the Reporting Period

Key points to highlight from this reporting period include the following:

- The increase in trips saved 3.37% to 3.71% (2019-2020) was due to the General Mass Limits (GML) concession type being used less (from 14% Full Year 2019 to 11% Full Year 2020), and the increased utilisation of Concessional Mass Limits (CML), Higher Mass Limits (HML), and GHMS concession types (1-2%) for Full Year 2020.
- Overall total breaches have increased by 1.01% from (3.31% to 4.32%) 2019-2020.
- Almost half of the total deliveries for Full Year 2020 were in the 95-100% mass utilised bracket (48%).
- Most common GHMS eligible vehicle types – There was an increase in Rigid Truck and Dog Trailer (6 axles) vehicles, and a decrease in Road Train (11 axle) vehicles. Rigid Truck and Dog/Pig Trailer (5 axle) vehicles may better accommodate smaller harvest loads.

The full year harvest for 2021 is projected to have higher yields compared to previous years. There was above average rainfall in February 2020, which recharged the soil moisture levels after prolonged drought conditions. Autumn rainfall was above average, with the highest autumn rainfall total in New South Wales since 2012. The above average winter rainfall will produce strong crop prospects at the beginning of spring. Winter crop yields are forecasted to be 14% above the 10-year average to 2019-2020 to 12 million tonnes, which is more than three times the amount of 2019-2020 ([ABARES 2020](#)). Transport for NSW will continue to work with the freight and agricultural industries to support access for heavy vehicles carrying larger loads to safely and efficiently move feed, water and stock in drought affected areas.

GHMS Objectives

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

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Key Highlights – FY 2020 Harvest

1. The Harvest and Scheme Participation

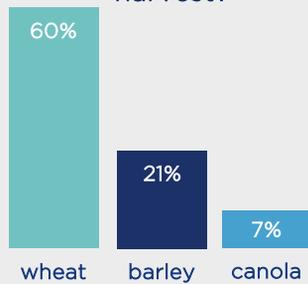
How big was the harvest?



1,294,130 tonnes

↓ 20% from 2019

What did we harvest?



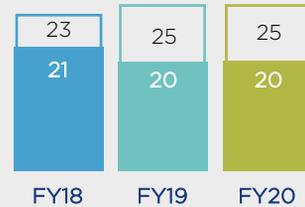
How many Local Government Areas (LGAs) participated?

Data reported covered PGR sites in 30 LGAs

47 LGAs participated in GHMS



How many PGRs participated vs. reported data?



2. Transportation of Grains

How many deliveries were made?

Total: 43,820



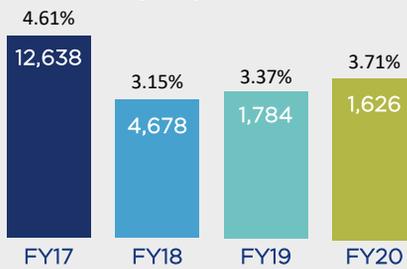
10,842



32,978

(75% all deliveries, +1% increase FY 2019)

How many trips were saved?*



*Approximates based on one-way trips using an average GHMS vehicle. Percentage calculated as a proportion of total deliveries.

What was the most common vehicle type?

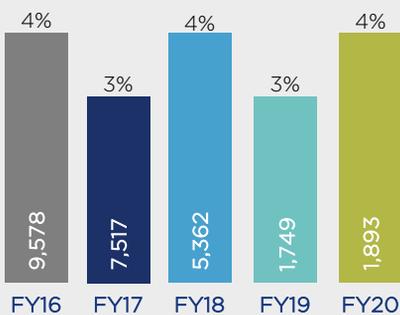


Prime mover and semi-trailer combination (6 axles)

Vehicle Type	Percentage
TOTAL DELIVERIES:	53.35%
GHMS:	62.92%
NON-GHMS:	24.23%

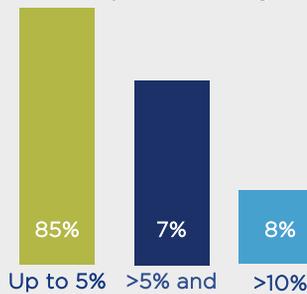
3. Delivery Compliance

How many overmass breaches were recorded?*



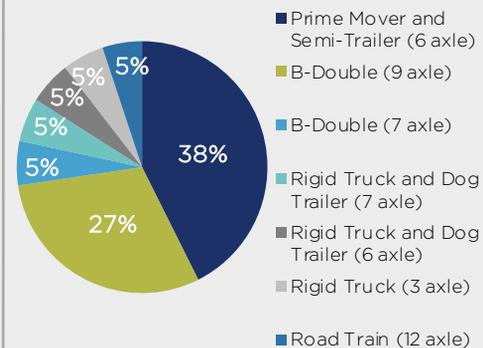
*Overmass breaches measured as a percentage of total deliveries per FY

What is the breakdown of overmass breaches by overmass percentile group?*



*GHMS mass limit includes 5% overmass allowance.

Which Truck Types had the most overmass breaches?



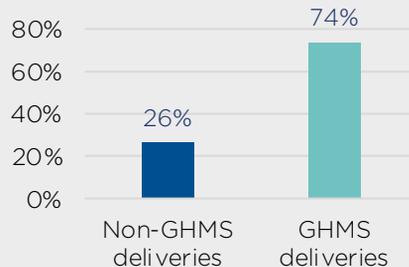
4. Delivery Productivity

Allowable Mass Utilised (95-100%) – Total Deliveries*



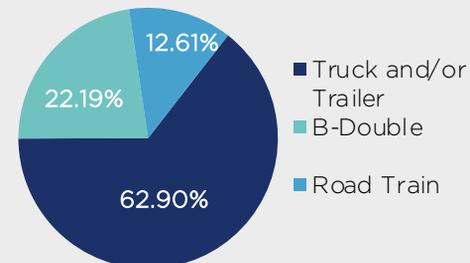
*Percentage calculated from total deliveries for full year harvest FY18, FY19, FY20.

Allowable Mass Utilised (95-100%) – Breakdown of Total Deliveries*



*Percentage is calculated from total deliveries July 2019 – June 2020. GHMS mass limit includes 5% overmass allowance.

Allowable Mass Utilised (95-100%) Vehicle Type (GHMS)*



*Non-GHMS deliveries had variance of -14.96%, +18.43%, and -5.14% for the respective truck types. Truck and/or trailer vehicles (includes all other vehicles that are not a Road Train or B-Double such as Rigid Truck + Dog Trailer).

1. The Harvest

1.1 Overview of the Grains

What did we harvest?

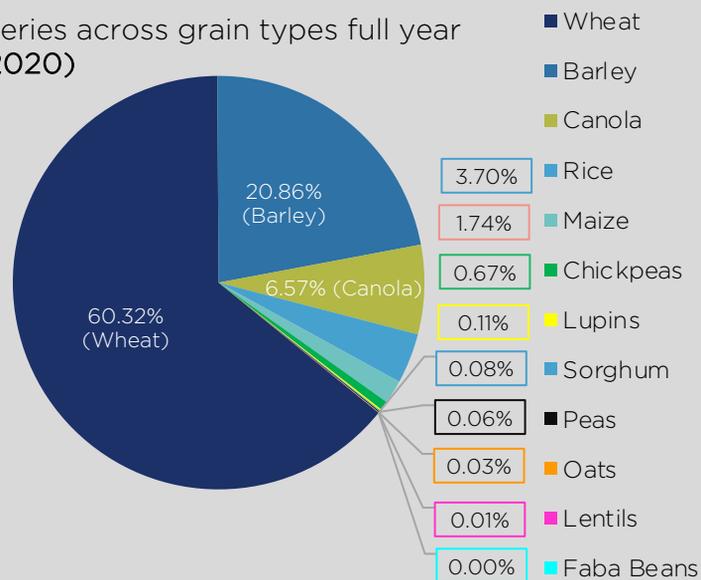
- The total harvest for FY20 was 1,294,130 tonnes.
- In FY20, **Wheat** (60.32%), **Barley** (20.86%), **Canola** (6.57%), and **Rice** (3.70%) were the most prominent grains harvested.
- Comparatively in FY19, **Wheat** (63.84%), **Barley** (15.74%), **Rice** (7.37%) and **Canola** (7.25%) were the most prominent grains harvested.

Total GHMS harvest (tonnes)*

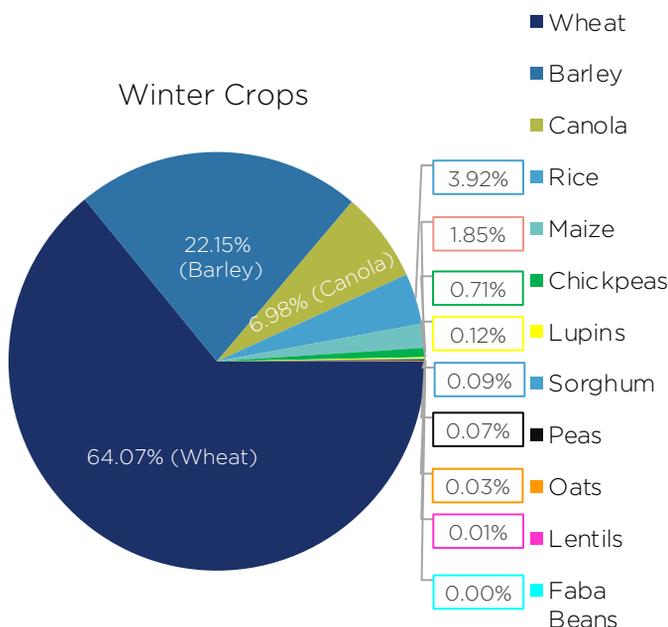
FY16	FY17	FY18	FY19	FY20
7,194,492	9,596,217	4,676,651	1,621,352	1,294,130

*Note: Total harvest figures displayed in this report are based on data reported by GHMS PGRs only. The total harvest figures in this report include crops covered by the GHMS.

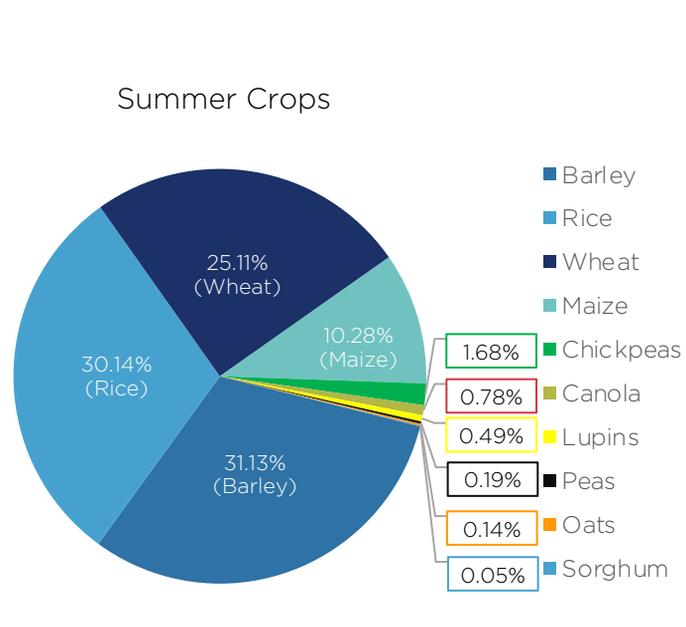
Distribution of deliveries across grain types full year (July 2019 – June 2020)



Winter Crops



Summer Crops

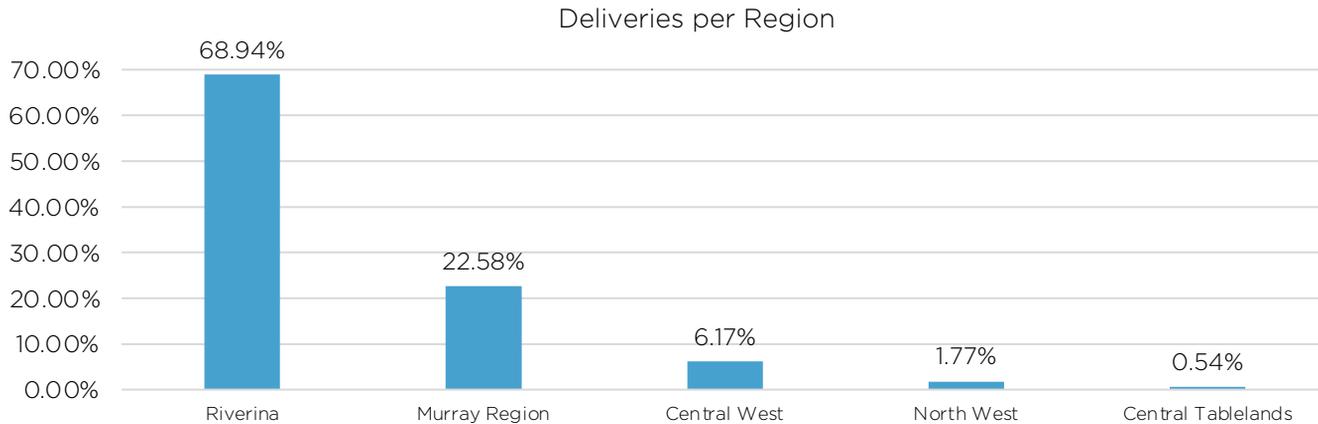


1. The Harvest

1.2 Region Participation

What were the top deliveries (trips) by Region*?

- Top deliveries by region were measured by the percentage of total deliveries.
- For FY20 Riverina was the region with the most deliveries (68.94%).
- Murray (22.58%) and Central West regions (6.17%) held the respective second and third largest share of deliveries.



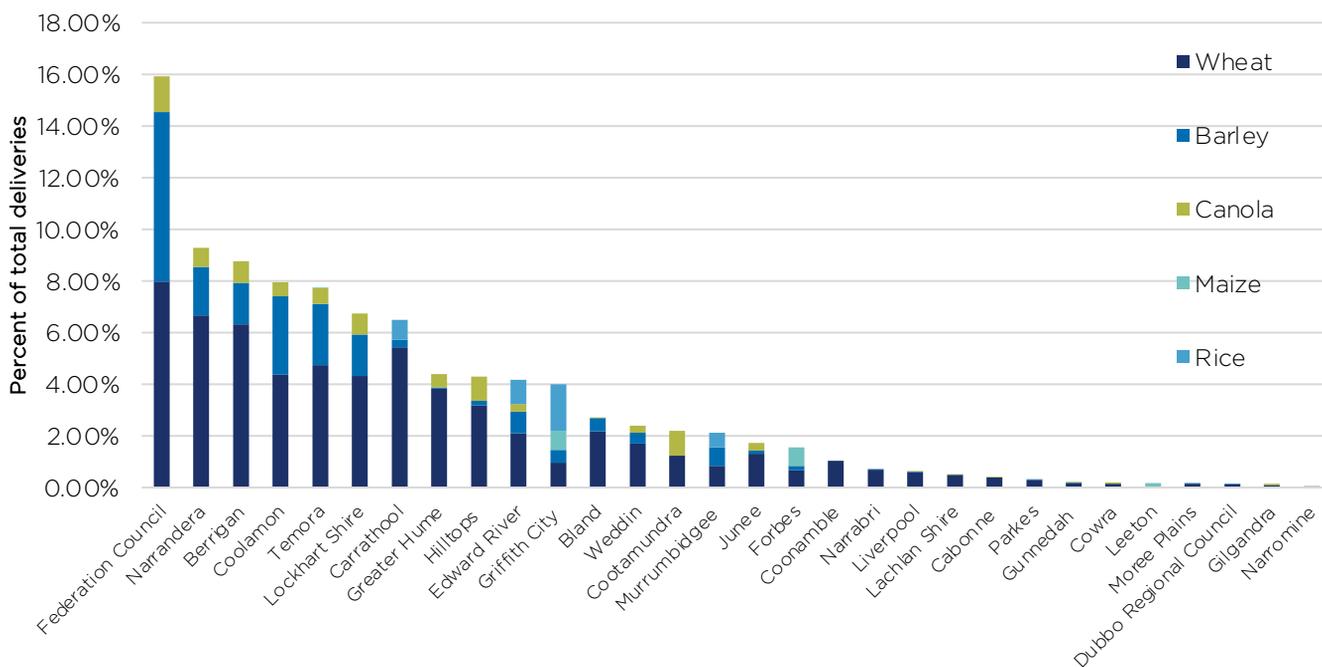
* NSW Local Land Services Regional grouping were used for this section of the report

1.3 LGA Participation

How many LGAs participated and what grains did they receive?

- Data reported from FY20 covered PGR sites in 30 LGAs.
- Federation Council (15.93%) and Narrandera (9.29%) received the highest number of deliveries.
- Most LGAs received wheat as the most prominent grain, followed by barley, and canola.

LGA Participation with grain breakdown



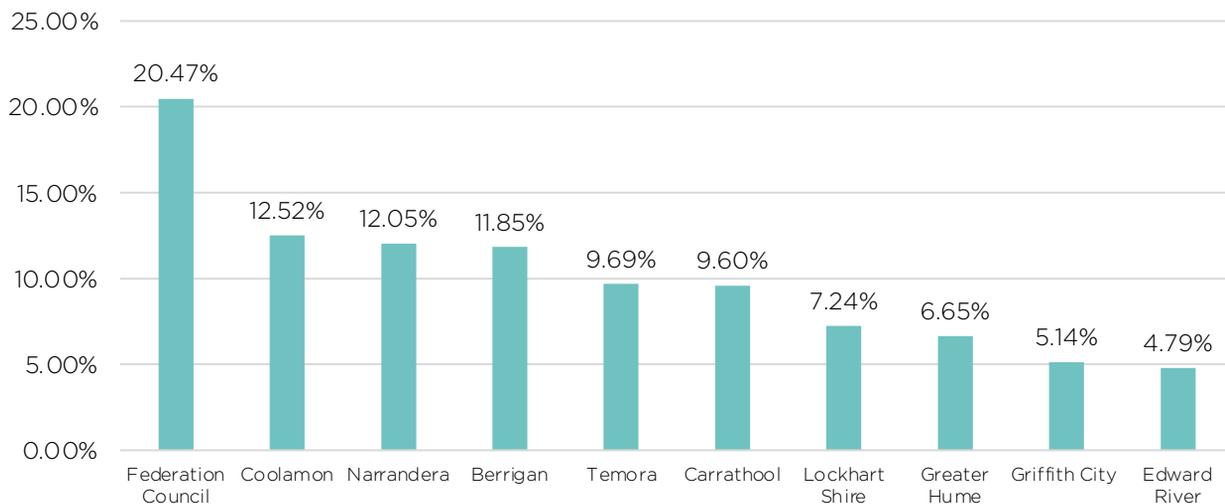
1. The Harvest

1.3 LGA Participation

What were the top 10 LGAs (by percentage of total net weight)?

- The top 10 LGAs that received the highest amount of grain (net weight) for FY20 are shown below.
- The top 10 LGAs received 76.30% of the total net weight harvested for FY20.

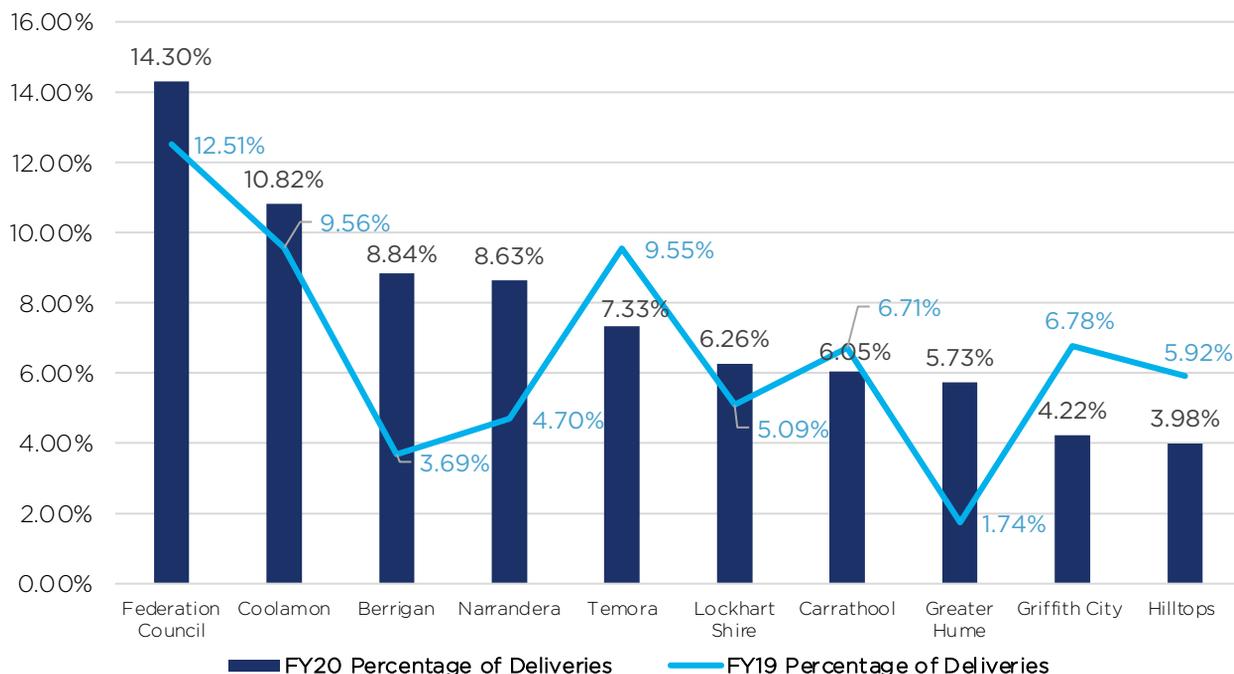
Top 10 LGAs as a percentage of net weight



What were the top 10 LGAs (by percentage of total deliveries): 2020 vs. 2019?

- The top 10 LGAs that facilitated the highest number of deliveries are shown below.
- Federation Council was the most active LGA, increasing its percentage of total deliveries by 1.79% from FY19.
- Specific LGAs experienced an uplift in total deliveries for FY20 compared to FY19. These included Berrigan (+ 5.15%), Narrandera (+ 3.93%), and Greater Hume (+ 3.99%).

Top 10 LGAs as a percentage of total deliveries (FY20 comparison to FY19)

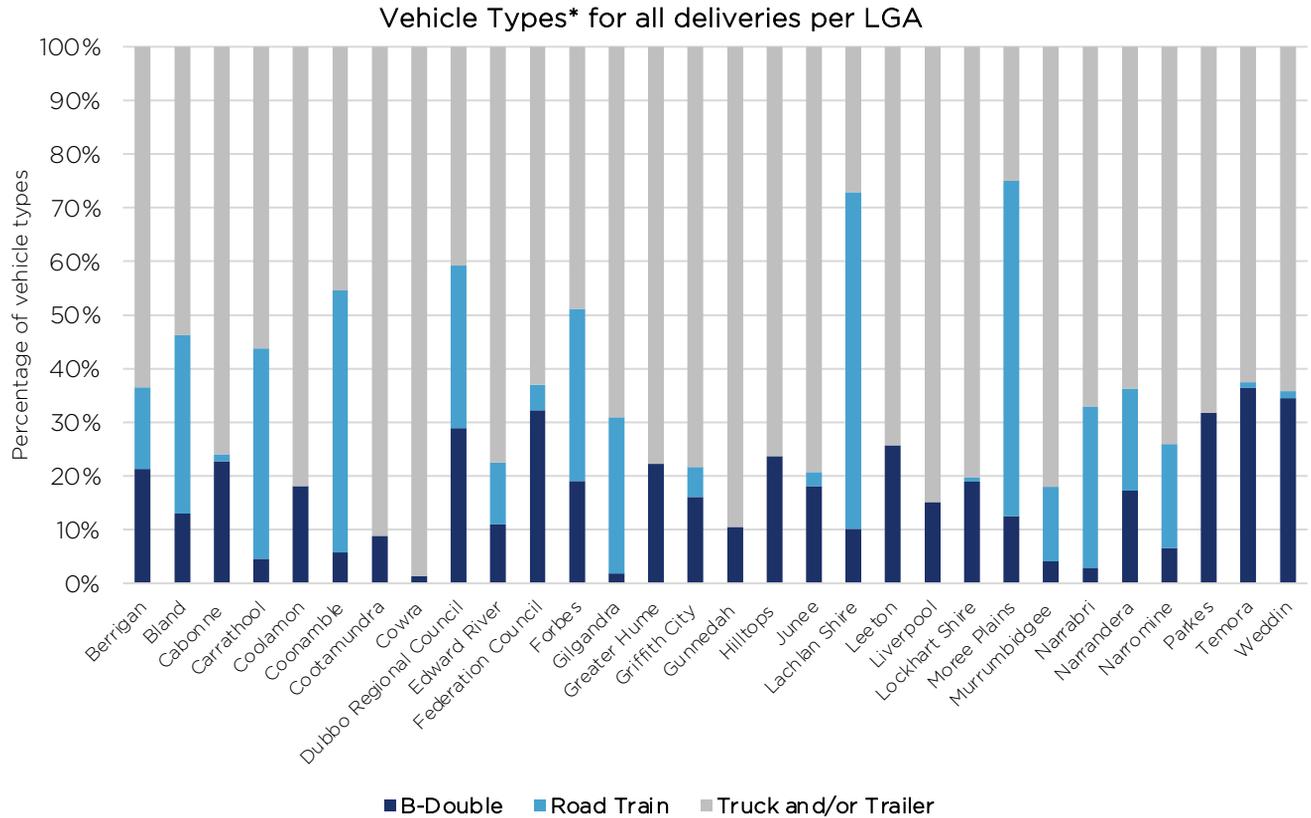


1. The Harvest

1.3 LGA Participation

What type of vehicles are utilised for deliveries across each LGA?

- For FY20, Truck and/or Trailer vehicles were the most utilised vehicle type used for deliveries (69%), followed by B-Double (21%) and the Road Train vehicles (10%).



* Vehicles have been categorised into 3 types: Road Trains (which includes all Road Train vehicles such as AB - triples and Modular B-triples); B-Double vehicles, and Truck and/or trailer vehicles (which includes all other vehicles that are not a Road Train or B-Double such as Rigid Truck + Dog Trailer and Prime mover + semi-trailer combination).

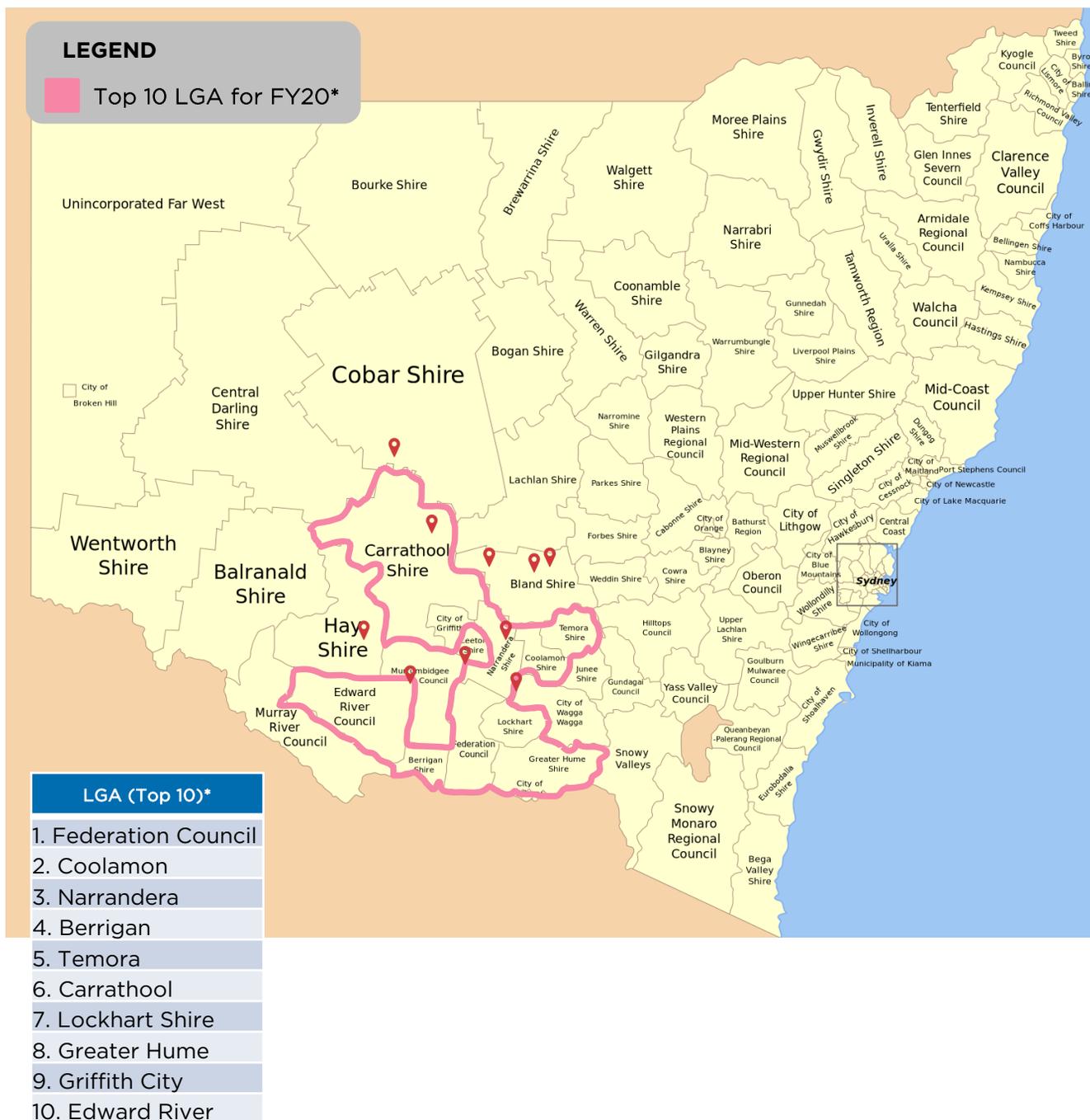


1. The Harvest

1.3 LGA Participation

Top 10 LGAs summary for FY20 harvest

- For the top 10 LGAs for FY20, truck type number 12 (Prime mover and semi-trailer combination, 6 axles) was the most utilised vehicle for transporting grain.
- For the top 10 LGAs for FY20, wheat was the most prominent grain type.



*Top 10 LGAs are ranked by the percentage of total net weight for FY20.

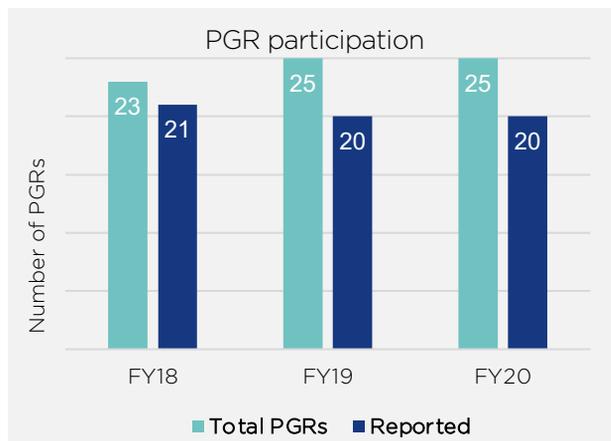
Map of Local Government Areas (LGAs) sourced from: https://en.wikipedia.org/wiki/Local_government_areas_of_New_South_Wales

1. The Harvest

1.4 PGR Participation

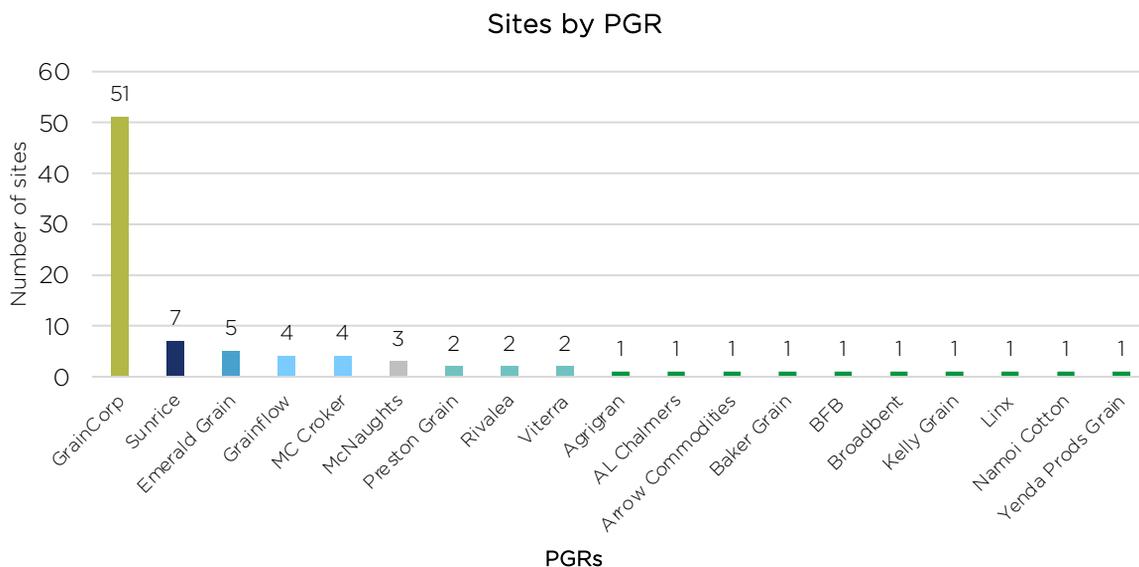
How many PGRs participated?

- 25 PGRs participated in FY20's GHMS
- Of these 25 PGRs, 20 provided data for reporting purposes.
- Of the 5 PGRs that did not provide data, some cited that they did not receive any deliveries during the reporting period due to the drought conditions.



What are the number of sites for each PGR?

- GrainCorp is the PGR with the most sites (51), followed by Sunrice (7), Emerald Grain (5), Grainflow (4), and MC Croker (4).
- Under one fifth of the PGRs have 2 sites (16%). Just over half of the PGRs have 1 site (53%).



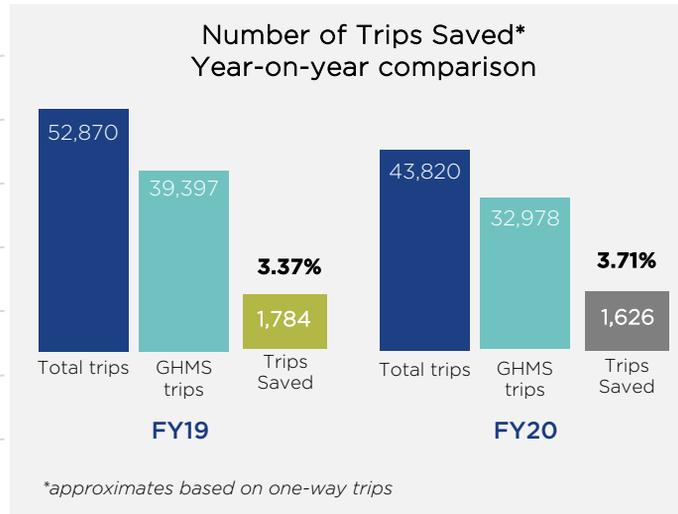
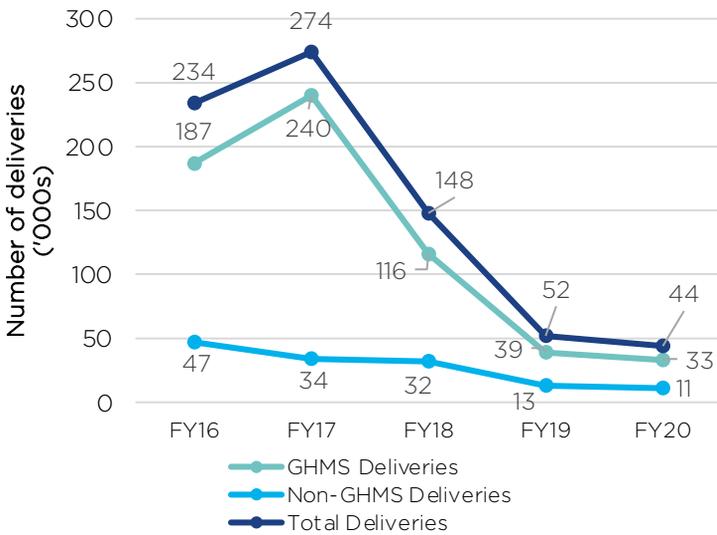
2. Transportation of Grains

2.1 Deliveries

How many deliveries were made under GHMS?

- In the FY20 reporting period, 43,820 total deliveries (trips) were made. Most deliveries were under GHMS mass concession (75%).
- In the FY20 reporting period, 1,626 trips were saved during harvest. In the FY19 reporting period, 1,784 trips were saved during harvest. The increase in trips saved by 0.34% was due to more deliveries utilising GHMS, Concessional Mass Limits (CML), and Higher Mass Limits (HML) concession types, combined with a decrease in usage of the General Mass Limits (GML) concession type.

Total deliveries* year-on-year trends

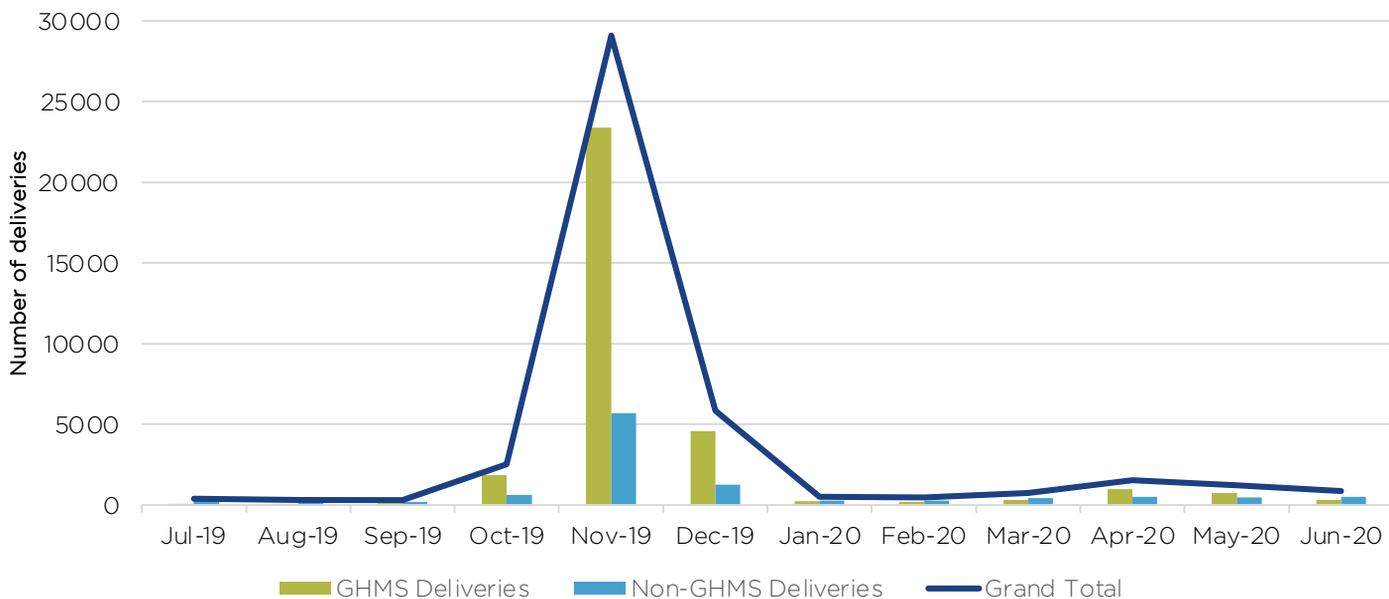


*Total deliveries are rounded up to the nearest '000

How many deliveries were made per month?

- In the reporting period of FY20, the majority of GHMS and Non-GHMS deliveries occurred in November and December. Both months fall into the winter crop harvest period.
- April (part of the summer crop harvest period) is the fourth largest month for deliveries.

Deliveries (month-by-month)



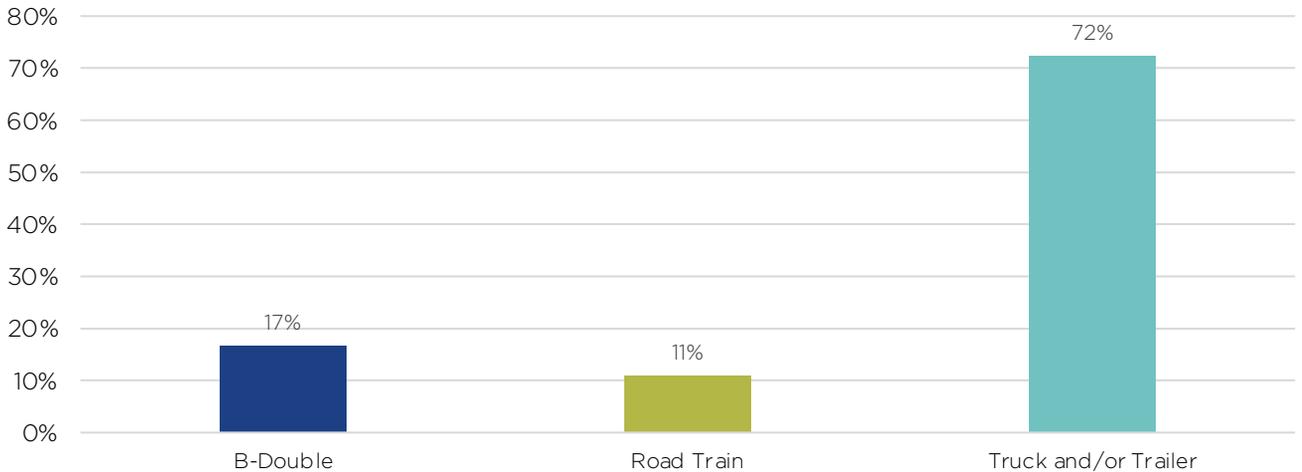
2. Transportation of Grains

2.2 Eligible Vehicle Types

What was the most common vehicle type?

- Most deliveries (75% of total deliveries) were completed by GHMS eligible vehicles in FY20.
- The common vehicle type reported was Truck Type Number 12; Prime Mover and semi-trailer combination – 6 axles.
- Most GHMS deliveries were made by Truck and/or trailer vehicles (72%), followed by B-Double (17%) vehicles and Road Train (11%) vehicles.

GHMS - Types of vehicles utilised*



* Vehicles have been categorised into 3 types: Road Trains (which includes all Road Train vehicles such as AB – triples and Modular B-triples); B-Double vehicles, and Truck and/or trailer vehicles (which includes all other vehicles that are not a Road Train or B-Double such as Rigid Truck + Dog Trailer and Prime mover + semi-trailer combination).



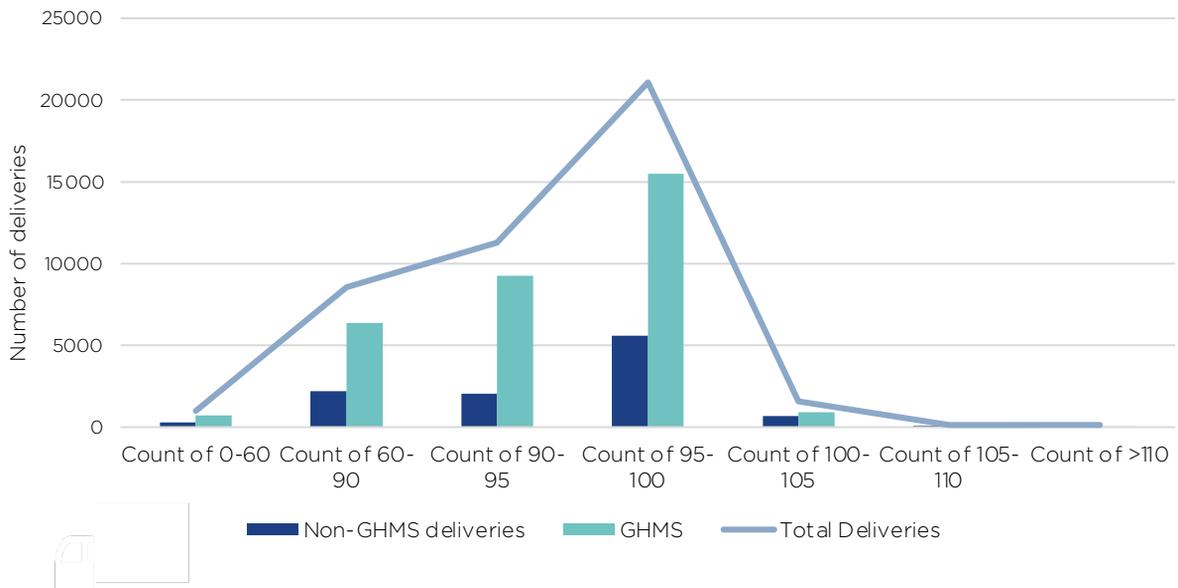
3. Delivery Productivity

3.1 Productivity

How productive were deliveries?

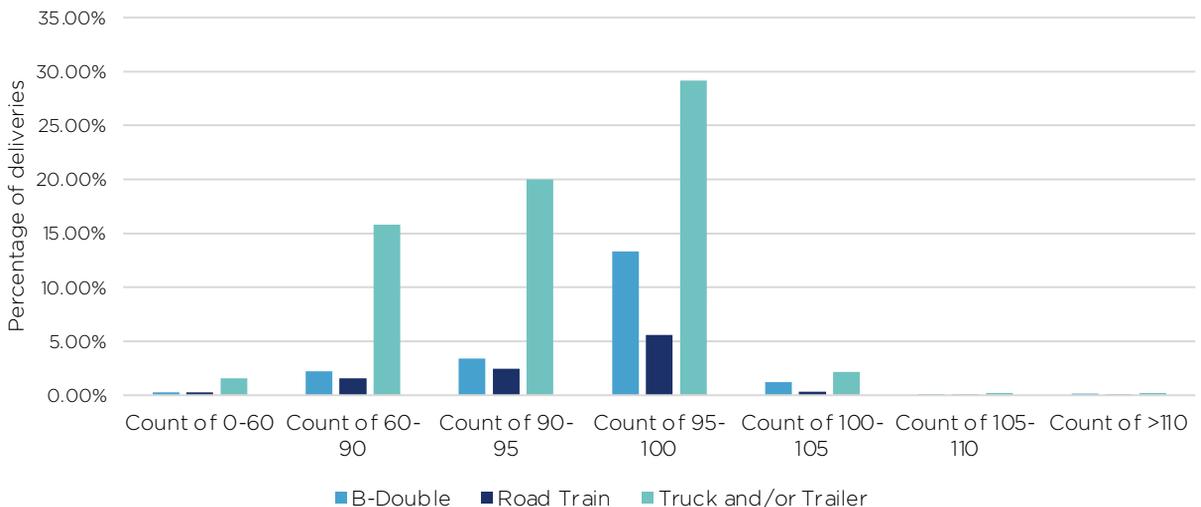
- Under half of the deliveries for both GHMS and Non-GHMS deliveries utilised the allowable weight limit of 95-100% (48%) whereby 100% represents the Legal Weight Limit (i.e. for GHMS deliveries, 100% includes the additional up to 5% mass provided under the GHMS).
- For GHMS only deliveries, 47% of deliveries loaded to the 95-100% of the allowable mass limit.
- For non-GHMS only deliveries, 51% of deliveries loaded to the 95-100% of the allowable mass limit.
- For both GHMS and non-GHMS vehicles, Prime Mover and semi-trailer (6 axle) vehicles had the most number of deliveries in the 95-100% utilisation range (49%), followed by B-Double (9 axle) vehicles (24%).
- There is an opportunity to increase productivity levels, with under half (48%) of total deliveries (both GHMS and non-GHMS) falling within the 0-95% mass utilised bracket.

Allowable mass utilised



- Just under half of all deliveries made by vehicles utilised the allowable weight limit of 95% to 100% (48%), whereby 100% represents the Legal Weight Limit.

Vehicle type - Allowable mass unit



3. Delivery Productivity

3.2 Productivity

Which LGAs had the most deliveries with underutilised mass (0-95%)?

- The tables below show the top 10 Local Government Areas (LGAs) FY19-20, that had the most deliveries utilising less than 95% of their Legal Weight Limit (LWL).
- For FY20, Coolamon had the highest amount of deliveries with underutilised mass allowance, representing 13.44% of all deliveries in the 0-95% mass brackets.
- The mass limit bracket of 95-100% has also been added in the far-right hand column of each table, to show how much each LGA contributed towards the ideal mass limit bracket of 95-100%, for their deliveries.

FY20

LGA	Total Underutilised**	Count of 0-60%*	Count of 60-90%*	Count of 90-95%*	Count of 95-100%*
Coolamon	13.44%	12.14%	14.15%	13.00%	9.01%
Federation Council	10.58%	8.95%	11.85%	9.75%	18.55%
Berrigan	9.10%	13.42%	8.90%	8.89%	9.04%
Narrandera	8.90%	4.37%	7.87%	10.07%	9.25%
Lockhart Shire	7.27%	6.28%	7.40%	7.25%	5.96%
Temora	6.58%	10.44%	6.17%	6.56%	8.17%
Greater Hume	5.49%	5.22%	5.78%	5.30%	6.07%
Edward River	5.11%	4.15%	5.19%	5.13%	2.93%
Hilltops	4.88%	4.47%	4.77%	4.99%	3.48%
Carrathool	4.81%	2.56%	3.31%	6.15%	7.85%

FY19

LGA	Total Underutilised**	Count of 0-60%*	Count of 60-90%*	Count of 90-95%*	Count of 95-100%*
Coolamon	9.99%	7.41%	9.35%	10.73%	9.56%
Griffith City	9.63%	11.21%	9.09%	9.88%	5.08%
Temora	8.44%	7.78%	7.58%	9.17%	10.09%
Carrathool	7.16%	3.71%	5.34%	8.91%	6.71%
Lockhart Shire	6.89%	6.60%	6.90%	6.91%	3.96%
Federation Council	6.53%	5.06%	7.13%	6.22%	15.56%
Hilltops	6.42%	5.33%	8.00%	5.31%	5.76%
Murrumbidgee	5.44%	4.25%	6.44%	4.79%	3.71%
Berrigan	4.41%	6.87%	4.34%	4.22%	3.24%
Edward River	4.14%	4.25%	4.31%	3.99%	3.24%

*Percentages measure the total deliveries in each mass utilisation bracket. E.g. 12% (0-60%) means the specific LGA delivered 12% of all deliveries in the 0-60% bracket for FY20.

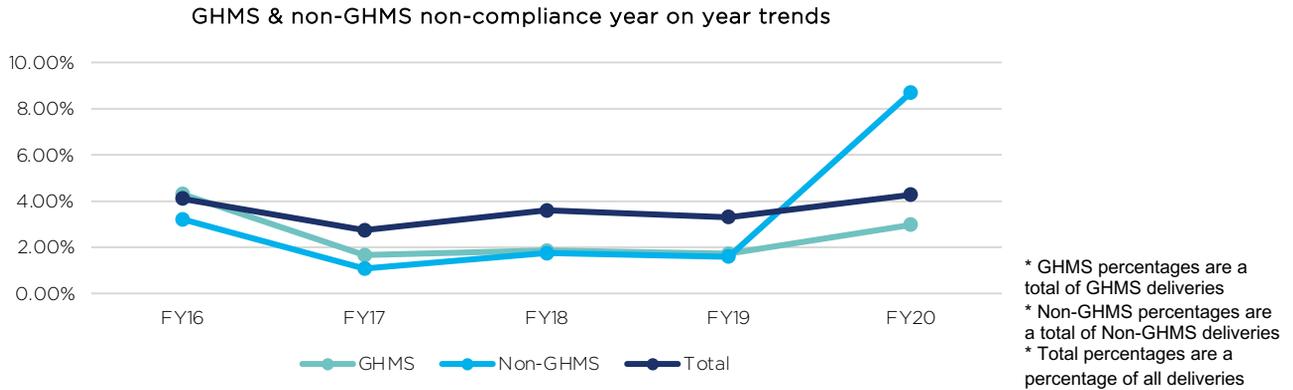
**Total percentage underutilised is the amount of deliveries an LGA had in all underutilised brackets: 0-60, 60-90, 90-95, divided by the total deliveries in the underutilised brackets (0-95%) of the Legal Weight Limit.

4. Delivery Compliance

4.1 Overall Breach Trends

What are the year on year compliance trends?

- The number of total breaches has increased by 1% in FY20, from 3.3% (FY19) to 4.3% of total deliveries. FY17 had the lowest breach rate to date (2.7%).
- Overmass breaches refer to deliveries made by vehicles that have loaded above their Legal Weight Limit (LWL). LWL is the allowable weight limit vehicles can utilise based on their Concession Type. For vehicles using the GHMS Concession Type, their LWL already includes the additional up to 5% mass provided under the Scheme.

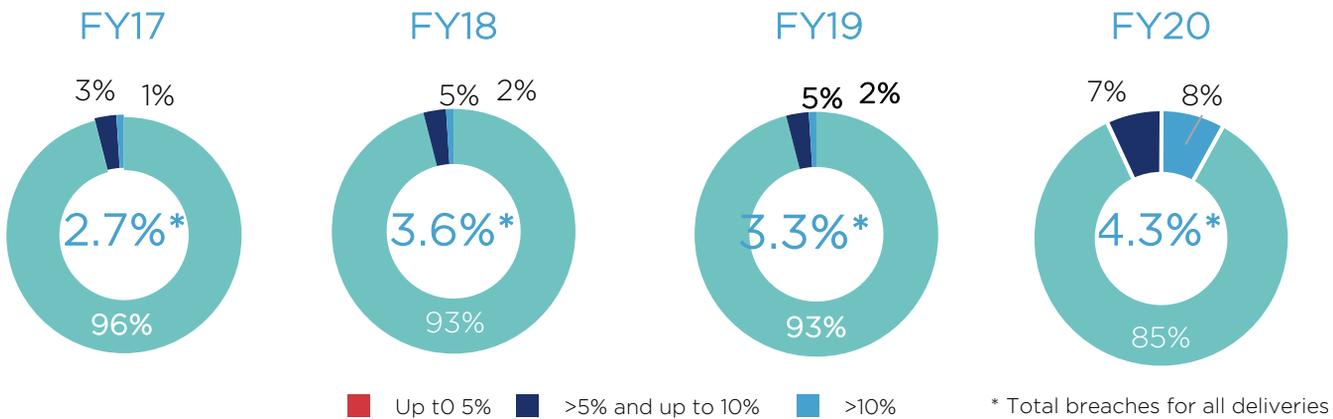


4.2 Breaches

How many overmass breaches were recorded?

- In the FY20 reporting period, **1,893** total breaches were reported (**4.3%**) of total deliveries for FY20.
- The majority of breaches were in the up to 5% overmass range (85%).

Total breaches by percentile bracket



4.3 Overmass Deliveries

What is the breakdown of breaches by numbers?

- For breaches over 10% above the legal weight limit, most were under non-GHMS concessions (80%).

Total number of breaches

	Up to 5% overmass	Greater than 5% and up to 10% overmass	Greater than 10% overmass
GHMS	898	52	30
Non-GHMS	718	77	118
Total	1616	129	148

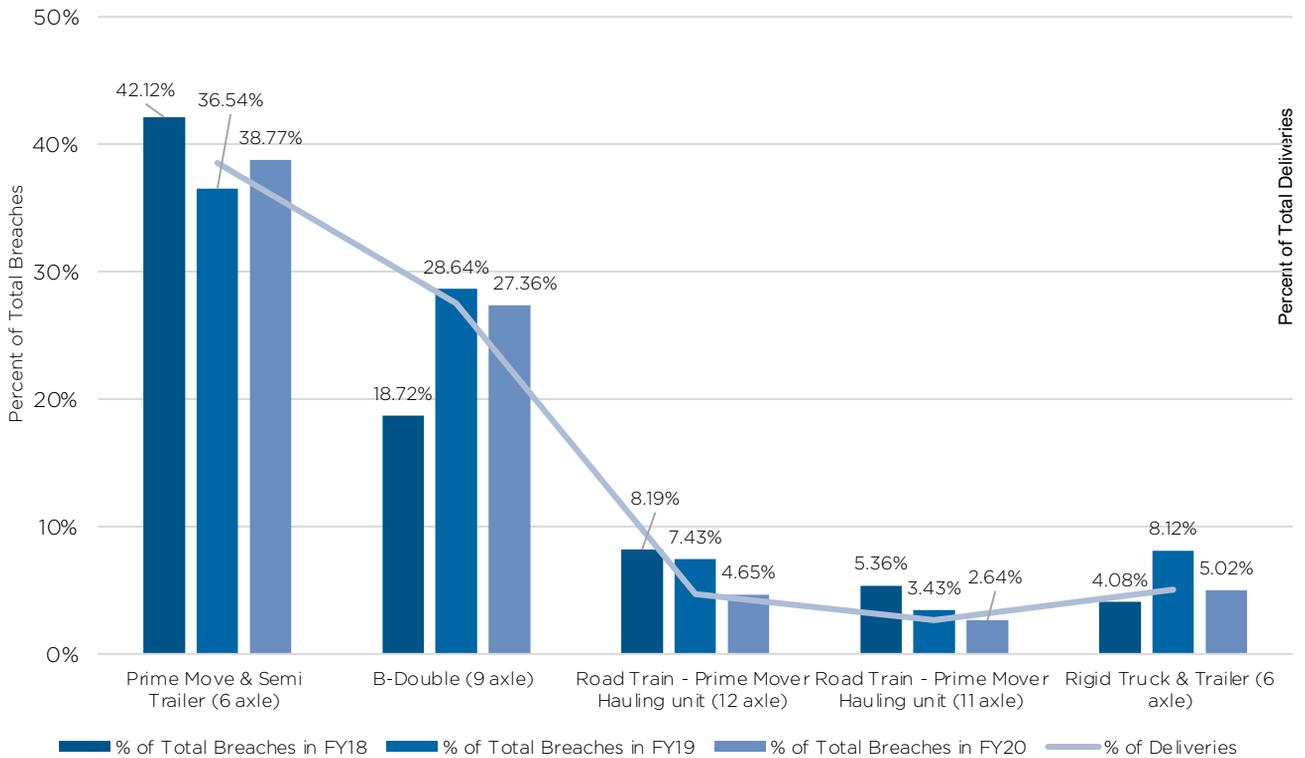
4. Delivery Compliance

4.5 Breaches

Which vehicle types had the greatest number of breaches?

- In the FY20 reporting period, most breaches were conducted by 5 vehicle types (81.46%).
- The majority of breaches were produced by Prime Mover and semi-trailer (6 axle) vehicles (38.77%). This is an increase from FY18 (36.54%). Prime Mover and semi-trailer (6 axle) vehicles conducted more than a third of all deliveries in FY20 (38.54%).

Top 5 vehicles - Breaches against total deliveries
Year-on-year comparison



5. Conclusion

5.1 Summary

What has been achieved in this reporting period?

- The data and scheme participation by councils and industry continue to show growing support for the GHMS. Transport for NSW will continue to administer the scheme, progress previously identified opportunities for improvement, and work with the National Heavy Vehicle Regulator (NHVR) to implement any further changes. This report will also be provided to the Grain Harvest Management Scheme Consultative Committee for consideration.
- Transport for NSW will also continue to monitor the data for compliance purposes to ensure the scheme continues to provide productivity benefits to compliant operators, while ensuring road safety and road use is sustainably maintained.

5.2 The Future

What is the progress on the future visioning for the GHMS?

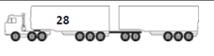
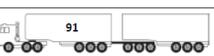
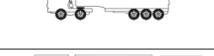
- **NHVR review of the GHMS** – In February 2019, the National Heavy Vehicle Regulator (NHVR) started reviewing the range of Grain Harvest Management Scheme (GHMS) in operation nationally. The aim of the review is to facilitate processes to better connect the regions, increasing cross border ease of access, to boost regional industries and grow regional economies. The NHVR is currently developing a discussion paper following recent consultation on the NHVR GHMS issues paper. Submissions to the issues paper including the response from Transport for NSW can be found on the [NHVR website](#).
- **Drought support** – Transport for NSW has provided continued support through the Drought Relief Heavy Vehicle Access Program. The program provides up to \$300,000 per council for all projects, toward the cost of maintenance and minor improvement work on roads and roadsides. Along with the broader NSW government drought relief support for farmers and their families, Transport for NSW is working with freight and agricultural industries to support access for heavy vehicles carrying larger loads to safely and efficiently move feed, water and stock in drought affected areas. In partnership with the National Heavy Vehicle Regulator, Transport for NSW have also improved and streamlined the assessment of drought relief permit applications.
- **The Farm Gate Access Project** – This pilot project was launched on 1 June 2019. The project is designed to benefit local farmers, businesses, participating councils and the broader community by fostering safe and legal access for heavy vehicles. It has been designed to make it easier to apply for and approve safe and legal access for higher productivity vehicles travelling on low volume council roads. This includes vehicles being used under the Grain Harvest Management Scheme with the exception of Road Trains. Further information on Farm Gate Access can be found on the [Farm Gate Access web page](#).
- **Stakeholder engagement** – Transport for NSW continues to work collaboratively with the Grain Harvest Management Scheme Consultative Committee to continue to make improvements to the GHMS. The GHMS Notice expires 30 June 2021 and as part of the remake, investigations will be undertaken to explore opportunities to improve the GHMS keeping in mind the NHVR review. The GHMS Consultative Committee sees representation from members of the Grain Transport Safety Network (GTSN). The GTSN provides industry support to all parties in the grain supply chain, and aims to raise awareness, collaborate and improve safety for grain moved by trucks.
- **Chain of Responsibility** – Stakeholders in the grain industry have Chain of Responsibility obligations under the Heavy Vehicle National Law. The Grain Industry Transport Code of Practice (Transport Code) was developed by the grain industry as part of the Australian Grain Industry Code of Practice Industry Code (Industry Code) to ensure compliance with the National Heavy Vehicle Law and should be reviewed in conjunction with the Industry Code. At present, Transport for NSW are engaging with the GHMS Consultative Committee to better understand current practices of overmass management. Opportunities are also being examined for adoption of a consistent approach to the management of overmass deliveries to align with Chain of Responsibility requirements under the Heavy Vehicle National Law.

5. Appendices

5.3 Appendices

Truck Chart Types referenced in this report were extracted from the charts below.

NSW Grain Harvest Management Scheme (2016-2021) Eligible Vehicle configurations and Allowable Weight Limits

Heavy Vehicle Combination	Diagram and Typical Truck Code	General Mass Limits (GML) ¹	General Mass Limits (GML) + Steer Axle Exception ^{1,5}	Concessional Mass Limits (CML) ²	Concessional Mass Limits (CML) + Steer Axle Exception ^{2,5}	Higher Mass Limits (HML) ³	Higher Mass Limits (HML) + Steer Axle Exception ^{3,5}	Notice	Notice + Steer Axle Exception	GHMS ⁴	GHMS + Steer Axle Exception ⁴	GHMS + Floating	GHMS + Floating + Steer Axle Exception	GHMS + NHVAS ⁴	GHMS + NHVAS + Steer Axle Exception ⁴
25/26 metre B-double – 9 axles		62.5	63.0	64.5	65.0	68.0	68.5	GML: 62.5 CML: 64.5	GML: 63.0 CML: 65.0	65.63	66.13	65.63 Tri-axle group mass may exceed axle mass limit by 0.5t	66.13 Tri-axle group mass may exceed axle mass limit by 0.5t	66.43	66.93
Road Train (A-double) – 11 axles		79.0	79.5	81.0	81.5	85.0	85.5	GML: 79.0 CML: 81.0	GML: 79.5 CML: 81.5	83.0	83.5	83.0 Tri-axle group mass may exceed axle mass limit by 0.5t	83.5 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
Road Train (A-double) – 12 axles		82.5	83.0	84.5	85.0	90.5	91.0	GML: 82.5 CML: 84.5	GML: 83.0 CML: 85.0	86.63	87.13	86.63 Tri-axle group mass may exceed axle mass limit by 0.5t	87.13 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
B-triple (including Modular B-triple) – 12 axles		82.5	83.0	84.5	85.0	90.5	91.0	GML: 82.5 CML: 84.5	GML: 83.0 CML: 85.0	86.63	87.13	86.63 Tri-axle group mass may exceed axle mass limit by 0.5t	87.13 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
AB – triple (with tandem axle converter dolly) – 14 axles		99.0	99.5	101.0	101.5	107.5	108.0	GML: 99.0 CML: 101.0	GML: 99.5 CML: 101.5	104.0	104.5	104.0 Tri-axle group mass may exceed axle mass limit by 0.5t	104.5 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
AB – triple (with tri-axle converter dolly) – 15 axles		102.5	103.0	104.5	105.0	113.0	113.5	GML: 102.5 CML: 104.5	GML: 103.0 CML: 105.0	107.63	108.13	107.63 Tri-axle group mass may exceed axle mass limit by 0.5t	108.13 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
Prime move and semi-trailer combination - 5 axle		35	35.5	36	36.5	37.5	38.0	NA	NA	36.63	37.13	36.63 Tri-axle group mass may exceed axle mass limit by 0.5t	37.13 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
Road Train (3 axle truck with 5 axle dog trailer and 4 axle dog trailer) - 12 axle		79.0	79.5	81.0	81.5	NA	NA	GML: 79.0 CML: 81.0	GML: 79.5 CML: 81.5	83.0	83.5	83.0 Tri-axle group mass may exceed axle mass limit by 0.5t	83.5 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
Road Train (3 axle truck with 4 axle dog trailer and 4 axle dog trailer) - 11 axle		79.0	79.5	81.0	81.5	NA	NA	GML: 79.0 CML: 81.0	GML: 79.5 CML: 81.5	83.0	83.5	NA	NA	NA	NA

Performance Based Standards (PBS) vehicles must be operated in accordance with the mass limits and conditions specified in the PBS Vehicle Approval and must only operate on routes listed in the National Heavy Vehicle Regulator (NHVR) issued Class 2 Permit or National Notice:

- *Code 49 – permitted to travel above CML 81.5t under a National Heavy Vehicle Regulator (NHVR) issued Class 2 Permit
- **Code 76 – permitted to travel above 50.5t under the National Class 2 PBS Level 1 and 2A Truck and Dog Trailer Authorisation (Notice) and/or NHVR issued Class 2 Permit

Notes:

4 See Schedule 1 General Mass Limits of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

2 See Schedule 2 Concessional Mass Limits of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

3 See Schedule 5 Higher Mass Limits of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

4 See New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption (Notice) 2016 available at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/state-hvnl-notices>

5 See 'complying steer axle vehicle' definition in Clause 3 Definitions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

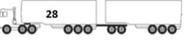
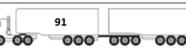
6 See Schedule 1 – New South Wales of the National Class 3 Heavy Vehicle 19 m Truck and Dog Trailer Combination Mass Exemption available at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>

5. Appendices

5.3 Appendices

Truck Chart Types referenced in this report were extracted from the charts below (continued).

NSW Grain Harvest Management Scheme Eligible Vehicle configurations and Allowable Weight Limits

Heavy Vehicle Combination	Diagram and Typical Truck Code	General Mass Limits (GML) ²	General Mass Limits (GML) + Steer Axle Exception ^{1,5}	Concessional Mass Limits (CML) ²	Concessional Mass Limits (CML) + Steer Axle Exception ^{2,5}	Higher Mass Limits (HML) ³	Higher Mass Limits (HML) + Steer Axle Exception ^{3,5}	Notice	Notice + Steer Axle Exception	GHMS ⁴	GHMS + Steer Axle Exception ⁴	GHMS + Floating	GHMS + Floating + Steer Axle Exception	GHMS + NHVAS ⁴	GHMS + NHVAS + Steer Axle Exception ⁴
25/26 metre B-double – 9 axles		62.5	63.0	64.5	65.0	68.0	68.5	GML: 62.5 CML: 63.5	GML: 63.0 CML: 64.5	65.63	66.13	65.63 Tri-axle group mass may exceed axle mass limit by 0.5t	66.13 Tri-axle group mass may exceed axle mass limit by 0.5t	66.43	66.93
Road Train – 11 axles (Type 1 A Double)		79.0	79.5	81.0	81.5	85.0	85.5	GML: 79.0 CML: 81.0	GML: 79.5 CML: 81.5	83.0	83.5	83.0 Tri-axle group mass may exceed axle mass limit by 0.5t	83.5 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
Road Train – 12 axles (Type 1 A Double)		82.5	83.0	84.5	85.0	90.5	91.0	GML: 82.5 CML: 84.5	GML: 83.0 CML: 85.0	86.63	87.13	86.63 Tri-axle group mass may exceed axle mass limit by 0.5t	87.13 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
B-triple (Including Modular B-triple) – 12 axles		82.5	83.0	84.5	85.0	90.5	91.0	GML: 82.5 CML: 84.5	GML: 83.0 CML: 85.0	86.63	87.13	86.63 Tri-axle group mass may exceed axle mass limit by 0.5t	87.13 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
AB – triple with tandem axle converter dolly – 14 axles		99.0	99.5	101.0	101.5	107.5	108.0	GML: 99.0 CML: 101.0	GML: 99.5 CML: 101.5	104.0	104.5	104.0 Tri-axle group mass may exceed axle mass limit by 0.5t	104.5 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
AB – triple with tri-axle converter dolly – 15 axles		102.5	103.0	104.5	105.0	113.0	113.5	GML: 102.5 CML: 104.5	GML: 103.0 CML: 105.0	107.63	108.13	107.63 Tri-axle group mass may exceed axle mass limit by 0.5t	108.13 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
Prime move and semi-trailer combination - 5 axle		35	35.5	36	36.5	37.5	38.0	NA	NA	36.63	37.13	36.63 Tri-axle group mass may exceed axle mass limit by 0.5t	37.13 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
Road Train (3 axle truck with 5 axle dog trailer and 4 axle dog trailer) - 12 axle**		79.0	79.5	81.0	81.5	NA	NA	GML: 79.0 CML: 81.0	GML: 79.5 CML: 81.5	83.0	83.5	83.0 Tri-axle group mass may exceed axle mass limit by 0.5t	83.5 Tri-axle group mass may exceed axle mass limit by 0.5t	NA	NA
Road Train (3 axle truck with 4 axle dog trailer and 4 axle dog trailer) - 11 axle		79.0	79.5	81.0	81.5	NA	NA	GML: 79.0 CML: 81.0	GML: 79.5 CML: 81.5	83.0	83.5	NA	NA	NA	NA

Performance Based Standards (PBS) vehicles must be operated in accordance with the mass limits and conditions specified in the PBS Vehicle Approval and must only operate on routes listed in the National Heavy Vehicle Regulator (NHVR) issued Class 2 Permit or National Notice:

- *Code 49 – permitted to travel above CML 81.5t under a National Heavy Vehicle Regulator (NHVR) issued Class 2 Permit
- **Code 76 – permitted to travel above 50.5t under the National Class 2 PBS Level 1 and 2A Truck and Dog Trailer Authorisation (Notice) and/or NHVR issued Class 2 Permit

Notes:

4 See Schedule 1 General Mass Limits of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

2 See Schedule 2 Concessional Mass Limits of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

3 See Schedule 5 Higher Mass Limits of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

4 See New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption (Notice) 2016 available at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/state-hvnl-notices>

5 See 'complying steer axle vehicle' definition in Clause 3 Definitions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

6 See Schedule 1 – New South Wales of the National Class 3 Heavy Vehicle 19 m Truck and Dog Trailer Combination Mass Exemption available at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>

5. Appendices

5.3 Appendices

Table 1: Councils that participated in the GHMS in FY20*

No.	Participating Council
1	ALBURY
2	BATHURST REGIONAL
3	BERRIGAN
4	BLAND
5	BLAYNEY
6	BOGAN
7	BOURKE
8	CABONNE
9	CARRATHOOL
10	COBAR
11	COOLAMON
12	COONAMBLE
13	COOTAMUNDRA/GUNDAGAI
14	COWRA
15	EDWARD RIVER
16	FEDERATION
17	FORBES
18	GILGANDRA
19	GOULBURN MULWAREE
20	GREATER HUME
21	GRIFFITH
22	GUNNEDAH
23	GWYDIR
24	HAY
25	HILLTOPS

No.	Participating Council
26	INVERELL
27	JUNEE
28	LACHLAN
29	LEETON
30	LIVERPOOL PLAINS
31	LOCKHART
32	MOREE PLAINS
33	MURRAY RIVER
34	MURRUMBIDGEE
35	NARRABRI
36	NARRANDERA
37	NARROMINE
38	ORANGE
39	PARKES
40	TAMWORTH REGIONAL
41	TEMORA
42	UPPER HUNTER
43	WALGETT
44	WARREN
45	WARRUMBUNGLE
46	WEDDIN
47	WESTERN PLAINS REGIONAL

* Data reported in FY20 covered PGR sites in these LGAs.

5. Appendices

5.3 Appendices

Table 2: Grain receivers that participated in the GHMS in FY20

No.	Grain Receiver
1	AgriGrain
2	AL Chalmers
3	Arrow Commodities
4	Baker Grain
5	BFB
6	Broadbent
7	Emerald Grain
8	Fletcher International
9	GrainCorp
10	Grainflow
11	Kelly Grain
12	Linx (previously Mountain Industries)
13	MC Croker
14	McNaughts
15	Namoi Cotton
16	Preston Grain
17	Rivalea
18	Sunrice
19	Viterra
20	Yenda Prods Grain

*Data reported by PGRs in the FY20 reporting period to TfNSW