

August 2017

NSW Grain Harvest Management Scheme

July 2015 – June 2016 Harvest Period Report



1. Introduction

The NSW Grain Harvest Management Scheme (GHMS) promotes the safe and productive movement of grain. It provides an additional 5% mass allowance for productivity and minimises the risk 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.

This report uses data reported to Roads and Maritime Services during the July 2015 – June 2016 harvest period. GHMS reporting is conducted on a financial year basis. Participating Grain Receivers (PGRs) provide data to Roads and Maritime on all grain loads received during the period.

The data provided to Roads and Maritime for the period was used in this report.

The data for the period shows an increase in scheme deliveries. The percentage of over mass deliveries remained steady in the July 2015 – June 2016 harvest period compared to the October 2014 – June 2015 period.

Disclaimer: Information contained in this Report is reliant on the accuracy of the data recorded by stakeholders. This Report does not represent a complete dataset and is an evaluation based on available information.

2. Highlights/key report results July 2015 – June 2016

The rice and wheat harvests are the focus of reporting for the July 2015 – June 2016 period. The data reported to Roads and Maritime shows that overall compliance is similar to the previous rice harvest period January – June 2015 and wheat harvest period October – December 2014.

Data provided to Roads and Maritime indicated the size of the harvest (11,788,441 tonnes of grain), utilisation of the GHMS concession (9,578,056 tonnes delivered under the GHMS) and the total number of deliveries (approximately 233,029).

- 80% (9,578,057 tonnes) of the grain deliveries for the period were delivered using the GHMS concession.
- 186,906 vehicle trips used the GHMS concession.
- It is estimated there was a reduction of approximately 9,525 laden vehicle trips (one way).
- The most common vehicle configuration continues to be the six axle prime mover/semi trailer combination. This combination moved almost 39% of the total grain transport task.

- The majority of grain transported over this period was wheat, accounting for 65% of all deliveries.
- 4.1% of all deliveries were recorded as overmass.
- 4.3% of GHMS deliveries were above GHMS mass limits.
- 3.2% of non GHMS deliveries fell outside their allowable mass limit (AWL). The majority were in the minor range (i.e. between 100-105% above their AWL).
- Active in-field compliance operations during the reporting period identified 54 weight breaches (1.4%) out of 3,897 intercepts during the reporting period.

Participation in the scheme increased as compared to the previous reporting period. Participating councils remained stable at 49, with the number of Participating Grain Receivers increasing from 18 to 21. However, only 18 Participating Grain Receivers reported their data for this period.

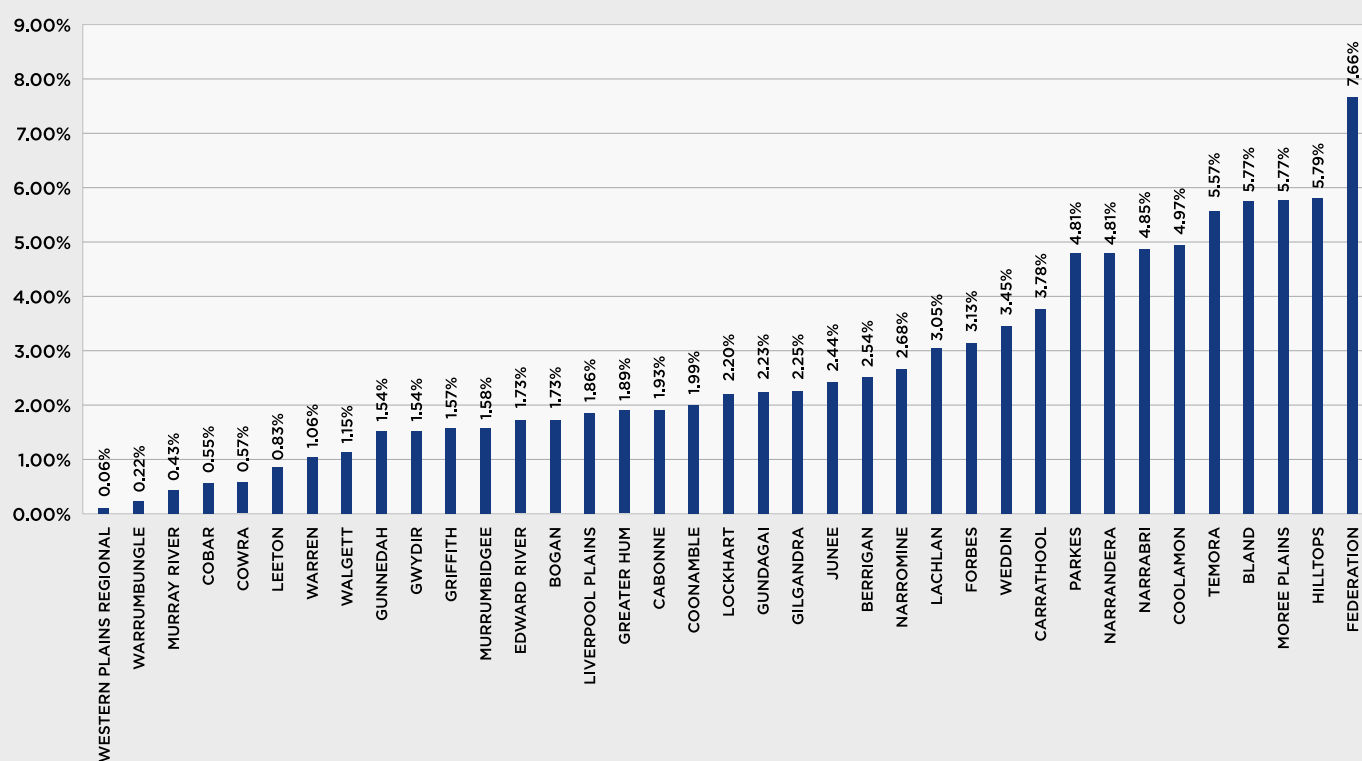
3. Primary objectives of the GHMS

The GHMS seeks to provide a productivity benefit for growers and a higher degree of visibility to road managers of the use of their road assets.

The primary objectives¹ of the GHMS are to:

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. Protect road and bridge infrastructure.
6. Manage excess loads on-site, rather than return those loads to the 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.

Graph 1 Distribution of the grain delivery task by percentage of deliveries in Local Government Area (LGA)



Federation LGA (formally Corowa Shire and Urana Shire) accounted for the highest proportion of grain deliveries during the July 2015 – June 2016 harvest period. This was followed by Hilltops (formally Boorowa, Harden Shire and Young Shire), Moree Plains Shire and Bland Shire Councils. This significantly differs from the previous period of January – June 2015, where Griffith and Murrumbidgee Shire Councils accounted for the majority of grain deliveries.

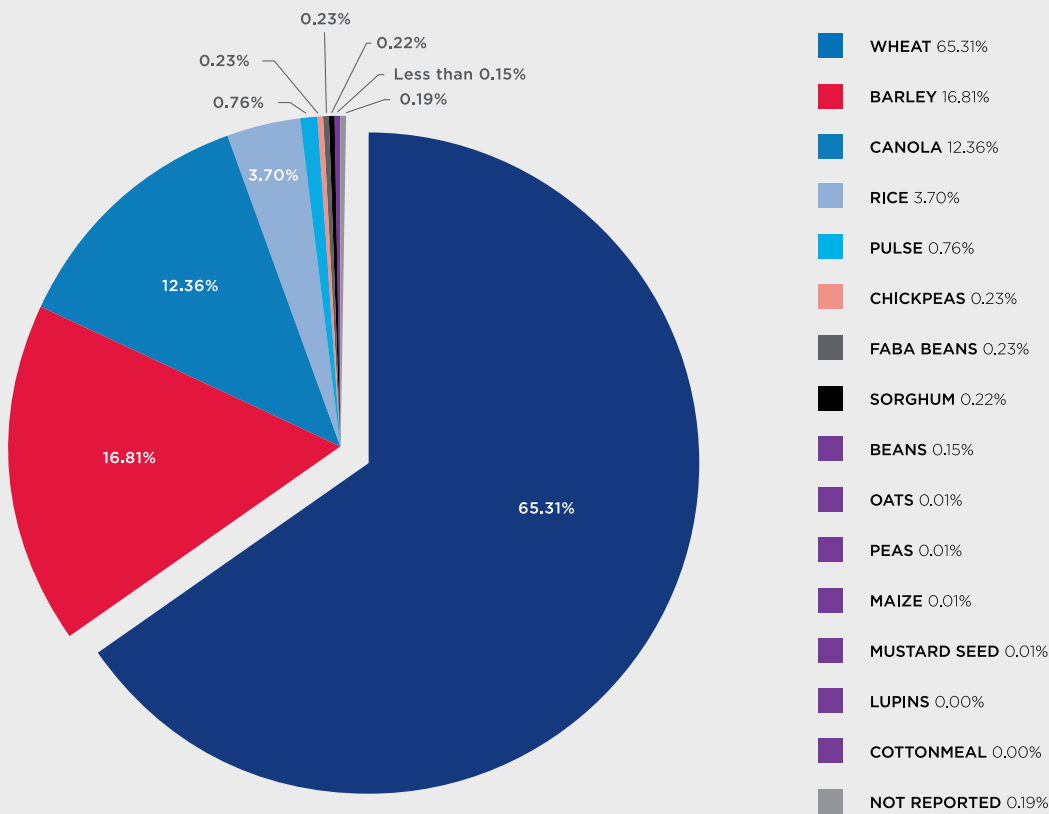


¹ Review of the 2013/14 NSW Grain Harvest Management Scheme, published by TfNSW, September 2014

The GHMS data for the period July 2015 - June 2016 shows that summer crop grain deliveries were predominantly rice (94%) and winter crop grain deliveries were predominantly wheat (68%). Sixteen different grain types were reported for the period. Wheat accounted for the majority of deliveries overall (65%).

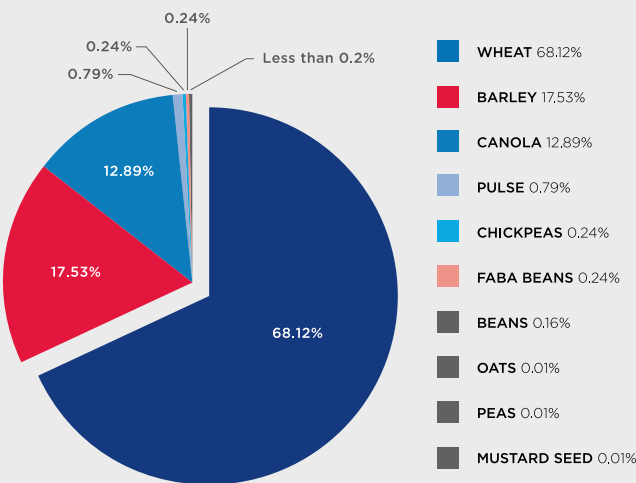
The seasonal distribution of the grain delivery task by grain type, differentiated by season, is represented in the graphs below.

Graph 2 Distribution of number of deliveries by grain type

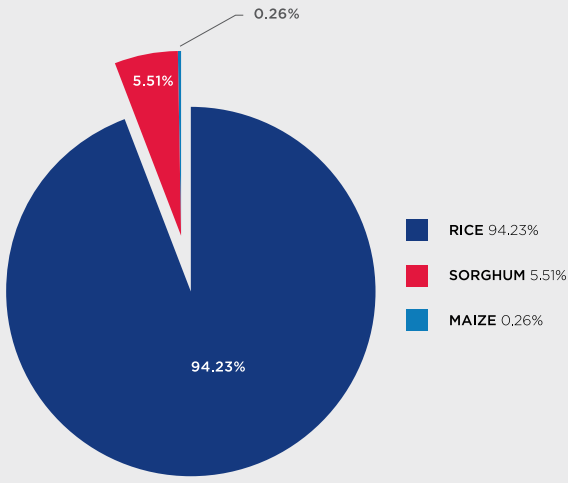


Graph 3 Distribution of number of deliveries by grain type (winter and summer crops)

Winter Crops



Summer Crops



Compliance by industry

The data for the July 2015 – June 2016 period shows that across all deliveries (GHMS and non GHMS) compliance was high at 95.9%, with a total of 4.1% of all reported deliveries being overmass.

Overall non-compliance has trended downwards compared to the October 2014 – June 2015 period, although there has been an increase in GHMS non-compliance as outlined in Table 1. For the GHMS deliveries, 97% of overmass deliveries were recorded in the 100% – 105% range as outlined in Table 2.

Table 1 GHMS and non GHMS non-compliance by reporting period

Category	October 2014 - June 2015	July 2015 - June 2016
GHMS	1.7%	4.3%
Non GHMS	13.7%	3.2%
Total	5.3%	4.1%

Table 2 Percentage range of overmass deliveries

>100-105%	>105-110%	>110%
4.20%	0.10%	0.03%

The use of the GHMS concession increased from 70% of deliveries in the October 2014 – June 2015 period to 80% in this reporting period.

Roads and Maritime is investigating whether there are any identifiable factors as to the increase in non-compliance in the GHMS, including investigation of the geographical distribution of non-compliance and enforcement campaigns throughout the period.

Graph 4 shows the distribution of deliveries according to the proportion of the allowable mass limit utilised. For deliveries under the scheme only 46% utilised the 95 – 100% range of the GHMS tolerance, i.e. actually utilised the concession.

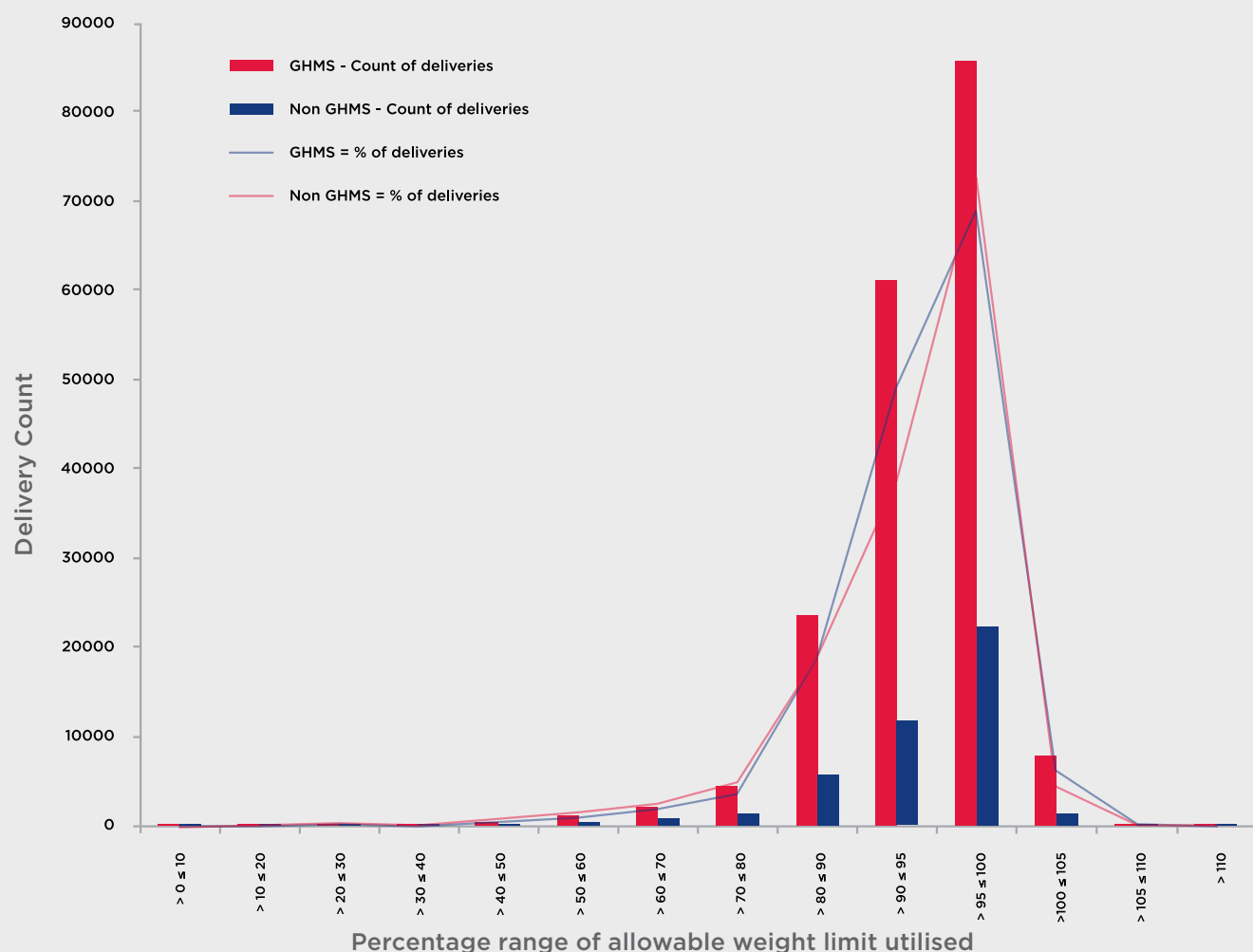
The strong level of overall compliance from industry is an important outcome for the scheme. This demonstrates that the scheme continues to achieve its objectives.

Active in-field compliance monitoring ran during the reporting period with a total of 3,897 intercepts conducted in various regions across NSW. Fifty four weight breaches and 3 formal warnings were issued during the operations.

As noted in the January – June 2015 Harvest Period Report and as evidenced by the continued participation of 49 local councils, the good levels of overall compliance provides an assurance to local councils and Roads and Maritime as road managers and continues to ensure the safe and productive movement of grain.



Graph 4 Allowable mass limit utilised by GHMS



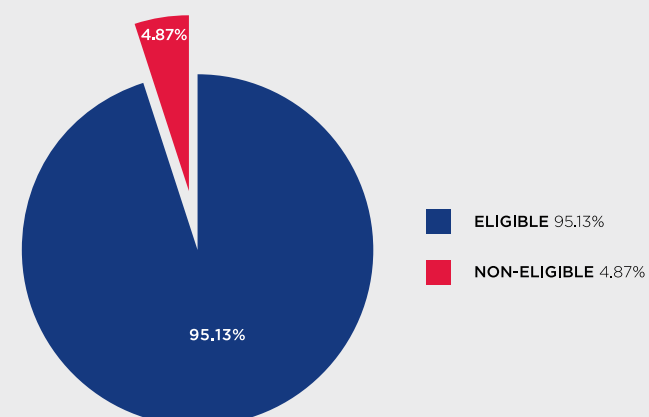
4. Eligible vehicle types

The 19 eligible vehicle types delivered 96 percent of grain delivery task by weight over the July 2015 – June 2016 reporting period, continuing to cover the vast majority of the grain transport task.

The six axle prime mover/semi-trailer combination undertook 44 percent of the scheme grain transport deliveries from farm to receiver.



Graph 5 Proportion of delivery task by trips under the scheme, conducted by vehicle eligibility





5. Conclusion

The data and scheme participation by councils and industry continue to show strong support for the GHMS. Roads and Maritime will continue to administer the scheme, progress previously identified opportunities for improvement, and work with the NHVR and TfNSW to implement any further changes.

This report will also be provided to the Grain Harvest Management Scheme Consultative Committee for consideration.

Roads and Maritime 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.

Roads and Maritime and Transport for NSW worked with the National Heavy Vehicle Regulator, industry and stakeholders through the Grain Harvest Consultative Committee to determine and agree on changes to be incorporated into a new Notice which was implemented on the 1 July 2016. The new Notice extended the scheme for 5 years and will expire on 30 June 2021. Road Managers may participate for all or part of this notice period.



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