



Grain Harvest Management Schemes Review

Issues Paper

22 August 2019

Contents

- About the National Heavy Vehicle Regulator3
- Overview4
- Process4
- Lodging a Submission4
 - Further Information.....5
 - Publication of Submissions5
 - Further Consultation5
- Scope of Review6
 - In Scope.....6
 - Out of Scope6
- Background.....7
 - Structure7
- Existing State-Based Grain Harvest Management Schemes – Questions8
 - Barriers.....8
 - Compliance.....8
 - Benefits8
 - Other Issues.....8
- Designing a National Harvest Mass Management Scheme – Questions9
 - Purpose9
 - Structure9
 - Administration9
 - Registration10
 - Commodities11
 - Vehicle Types.....11
 - Mass Allowances11
 - Compliance and Reporting.....12
 - Routes12
 - Timing12
 - Other Issues.....13
- Appendix A: Definitions14
- Appendix B: Existing State-Based Grain Harvest Management Schemes15
- References.....20

About the National Heavy Vehicle Regulator

The National Heavy Vehicle Regulator (NHVR) is Australia's regulator for heavy vehicles over 4.5 tonnes gross vehicle mass.

We administer the Heavy Vehicle National Law to facilitate a safe, efficient and productive heavy vehicle industry serving the needs of Australia.

As a regulator, we deliver a comprehensive range of services to reduce duplication and inconsistencies in heavy vehicle laws across state and territory borders.

We work in partnership with all states and territories, industry and local governments to help build a strong safety culture across the heavy vehicle supply chain.

The NHVR is responsible for:

- National Heavy Vehicle Accreditation Scheme management and accreditations
- Performance-Based Standards Scheme vehicle design and access approvals
- Heavy vehicle access permits applications
- Heavy vehicle standards modifications and exemption permits
- A national driver work diary and risk classification system for advanced fatigue management
- One set of national notices
- One set of national fees for NHVR services
- One set of national penalties

NHVR's vision is to have a safe, efficient and productive heavy vehicle industry serving the needs of Australia by:

- Minimising the compliance burden
- Reducing duplication of, and inconsistencies in, heavy vehicle regulation across state and territory borders
- Providing leadership and driving sustainable improvement to safety, productivity and efficiency outcomes

Overview

Farmers and country communities remain at the core of Australia's economy and identity. NHVR is working with the Australian Government to ensure that sufficient support is provided to allow regional Australia to thrive and prosper.

In February 2019, the NHVR announced that it would be reviewing the Grain Harvester Management Schemes (GHMS) operating across Australia, with the exception of Western Australia who does not operate under the Heavy Vehicle National Law (HVNL). There is currently a range of GHMS operating nationally, with allowances for mass and operational conditions varying significantly between states.

The aim of the review is to facilitate processes that increase cross border ease of access, in order to boost regional industries, growing regional economies and better connect our regions.

It seeks to do this by analysing current GHMS, as well as exploring the possibility of a national Harvest Mass Management Scheme (HMMS).

The review may recommend developing a set of national standards in relation to GHMS operator accreditation, vehicle conditions, grain receiver processes (including data reporting) and other applicable conditions to ensure consistency for operators and businesses.

This issues paper is an opportunity for operators, drivers, farmers, receivers and regulators to highlight major issues experienced in relation to GHMS and grain transportation.

Process

The feedback received on the issues paper consultation will allow NHVR to identify key issues facing all stakeholders in current GHMS, as well testing the need for a national scheme.

Following the review of feedback, NHVR will draft a discussion paper. The discussion paper will outline the central concerns presented in the feedback to the issues paper, as well as present opportunities to address them. If necessary, the discussion paper will also present options for a national scheme. A consultation period will follow after the release of the discussion paper.

The feedback on the discussion paper will allow NHVR to refine an approach for improving state and/or national standards (if deemed necessary), as well as creation of an implementation strategy.

Finally, NHVR will implement any necessary standards across jurisdictions.

Lodging a Submission

Submissions must be lodged with the NHVR by close of business, Friday 18 October.

You are not required to answer all questions.

There is no prescribed format and your submission may be as short or as long as you like. It may contain facts, opinions, arguments or recommendations. However, to make submissions most useful we suggest:

- The scope of the review and the questions provided can be a good guide to structuring a submission
- If your submission is more than three pages in length, please include a summary of your key comments and recommendations at the front.

Submissions can be made by email to info@nhvr.gov.au

Further Information

If you require further information on making a submission please contact Valeriia Leonte (Policy Advisor), valeriia.leonte@nhvr.gov.au.

Publication of Submissions

Unless clearly marked 'IN CONFIDENCE', submissions received will be made public through www.nhvr.gov.au/about-us/consultation.

NHVR will consider all submissions, whether published or not.

NHVR reserves the right to edit or redact part or all of a submission, or withhold a submission from publication on any grounds, including but not limited to, offensive language, potentially defamatory material or copyright infringing material.

The NHVR privacy policy, including information about access to and correction of your personal information, is available at www.nhvr.gov.au/law-policies/privacy.

Further Consultation

Based on the submissions, the NHVR will develop a discussion paper with proposals to address the issues identified by stakeholders.

The NHVR may hold meetings with interested parties as part of the review consultation process.

The NHVR will provide information about the next consultation period following receipt of submissions generated by the issues paper. This information will also be available at www.nhvr.gov.au/road-access/national-harmonisation-program

Scope of Review

The NHVR will consult the public, other agencies in federal and state governments as well as key stakeholders in the field of transportation, grain logistics and farming. The scope of the review will be limited to the NHVR's responsibilities and activities as identified in the HVNL. We are asking you to comment on any part of current state-based GHMS that affect your activities, as well as your ideas and suggestions for a national HMMS.

In making your submission please do not restrict your comments to the questions contained in the 'Questions' section. These questions have been provided only as a prompt to your thoughts.

Any other issues of relevance can be listed under an 'additional comments' section in your feedback.

In exploring the idea of a national HMMS, we would like your feedback on three key areas:

1. Eligibility - Who and which vehicles should get access to the scheme?
2. Policy settings - How should the scheme work and what kind of support should be provided?
3. Delivery - Who should operate the scheme?

We would also like to hear any experiences you or members of your organisations, or your clients may have had with existing state-based GHMS, including:

- What did and did not work well, and the reasons for this
- Anything you would like to change about the existing state-based GHMS.

In Scope

The following are in scope:

- Assessing existing state-based GHMS
- Drafting options for creation of a national HMMS and/or notice
- If applicable, implementing national HMMS and/or notice
- Identifying, and prioritising elements of existing state-based GHMS and recommending their incorporation into a national scheme
- Considering any other relevant initiatives in providing recommendations
- Creation of communications plan, as well as issues and discussion papers
- Managing stakeholder involvement and expectations.

Out of Scope

The following are out of scope:

- Recommending any amendments which relate to Western Australia
- Recommending any legislative amendments to the HVNL
- Recommending or implementing any systemic changes to NHVR and its operations
- Implementing any systemic changes to state heavy vehicle regulation frameworks
- Implementing any systemic changes to licensing and registration.

Background

Australian grain transport costs represent on average over 30% of total production costs, impacting the ability of Australian grain producers to compete in world markets. Current efforts by governments to deal with freight regulation may be improved through centralisation.ⁱ

The purpose of existing state-based GHMS is to overcome some of the practical difficulties in grain transport. In particular, these relate to the efforts of operators to maximise payload while not breaching legislated heavy vehicle mass limits. Grain operators have often reported that this practice can result in occasional overloads, due to the varying moisture contents and density variances of grains.ⁱⁱ

This issue of overloading is particularly pertinent because as part of HVNL, non-compliance with legislated heavy vehicle mass limits carries substantial penalties. GHMS however are not aimed to be relied upon to simply gain additional mass limits.

Structure

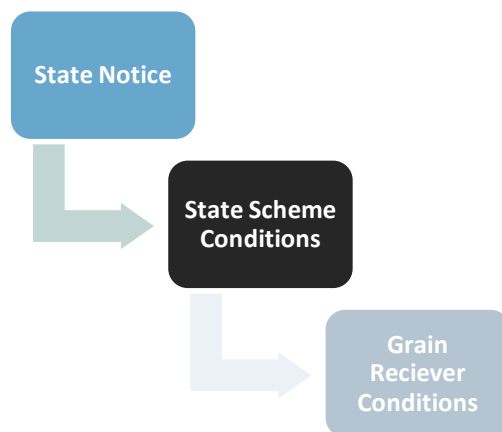
A variation of GHMS exists in four states: Western Australia, New South Wales, Queensland and Victoria. For jurisdictions operating under HVNL (New South Wales, Queensland and Victoria), these allowances vary from 5-10 per cent between states.

South Australia does not currently have a GHMS, but runs a mass loading management concession for both general mass and higher mass limit operations. Under this concession scheme, operators are required to reduce their masses to GML or HML within three attempts per day.

Each GHMS involves a state-specific mass exemption notice issued by NHVR. These notices usually exempt specified heavy vehicles from stated prescribed mass requirements in Schedule 1 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

A condition of each of the mass exemption notices is participation in a state GHMS, which can impose further conditions and provide additional administrative obligations for the operation of the GHMS. These state-based schemes vary significantly in their scope, requirements and conditions.

Figure 1 – Structure of a state-based GHMS



In addition to this, individual grain receivers who sign on to a GHMS may impose their own additional conditions, such as relating to delivery practises.

Existing State-Based Grain Harvest Management Schemes – Questions

Please indicate which state-based GHMS you are referring to when providing your answers.

Please note that no changes will be introduced to the West Australian Harvest Mass Management Scheme as the state does not operate under HVNL.

Barriers

Questions:

- Are there barriers to the adoption of the current scheme?
- If you are an operator – are the current schemes easy to understand and apply?
- Do drivers know about the current schemes and their obligations under them?
- What has been your experience operating across borders? Are there any barriers to cross border grain transportation?
- What are your thoughts on the eligibility criteria for operators to join current GHMS?

Compliance

Questions:

- Does the current scheme support operators and the grain industry to be more compliant under HVNL and/or scheme requirements?
- Does the current scheme provide operators enough opportunity to rectify their loading practises? Why/why not? Through what methods?
- How often do grain receivers check to ensure there has been no continued and/or repeated gross overloading? What methods do they use to verify this?
- What are the consequences for an operator who fails to meet scheme standards (such as through repeated overloading)?
- Are there circumstances in which a registrant can be excluded from the scheme?
- For grain receivers specifically – do you have any other applicable assurance processes?

Benefits

Questions:

- Do you find the current GHMS effective and worthwhile? Why or why not?
- What mass limit do you currently operate under? Should this limit be reduced or expanded?

Other Issues

Please add an additional comments section in your response, to provide any other comments you think are relevant to this review.

Designing a National Harvest Mass Management Scheme – Questions

Purpose

A national HMMS would be a mass management scheme, designed to assist participants who do not have access to the necessary technology to weigh their trucks (such a weighbridge or on-board scales), and who may misjudge their hectare litre weight.

The HMMS would not be a concessional mass management scheme and participants must load to the legal weights and not use the allowance to carry extra mass.

NHVR suggests the following objectives for a national HMMS:

- Ensure compliance with statutory vehicle mass limits as prescribed in the HVNL
- Provide a level of support to assist with difficulties associated with grain transportation
- Ensure the safe transportation of grain
- Manage risks to road infrastructure and public safety

Questions:

- Is the stated purpose sufficient to ensure the efficient running implementation and effective operation of a national HMMS?
- Should any other objectives be listed?

Structure

The national HMMS may be created through one of three ways:

1. Rationalise existing state-based GHMS notices to create one HMMS national notice, while allowing separate state-based GHMS to exist in their current form, or
2. Harmonise existing state-based GHMS notices to create one HMMS national notice, and create one national HMMS. This would replace separate state-based GHMS, or
3. Develop a hybrid model to accommodate different state requirements.

Questions:

- Please indicate your preference for options 1, 2 or 3; and provide reasons
- Do you have a suggested proposal for an alternative framework which is not listed above?

Administration

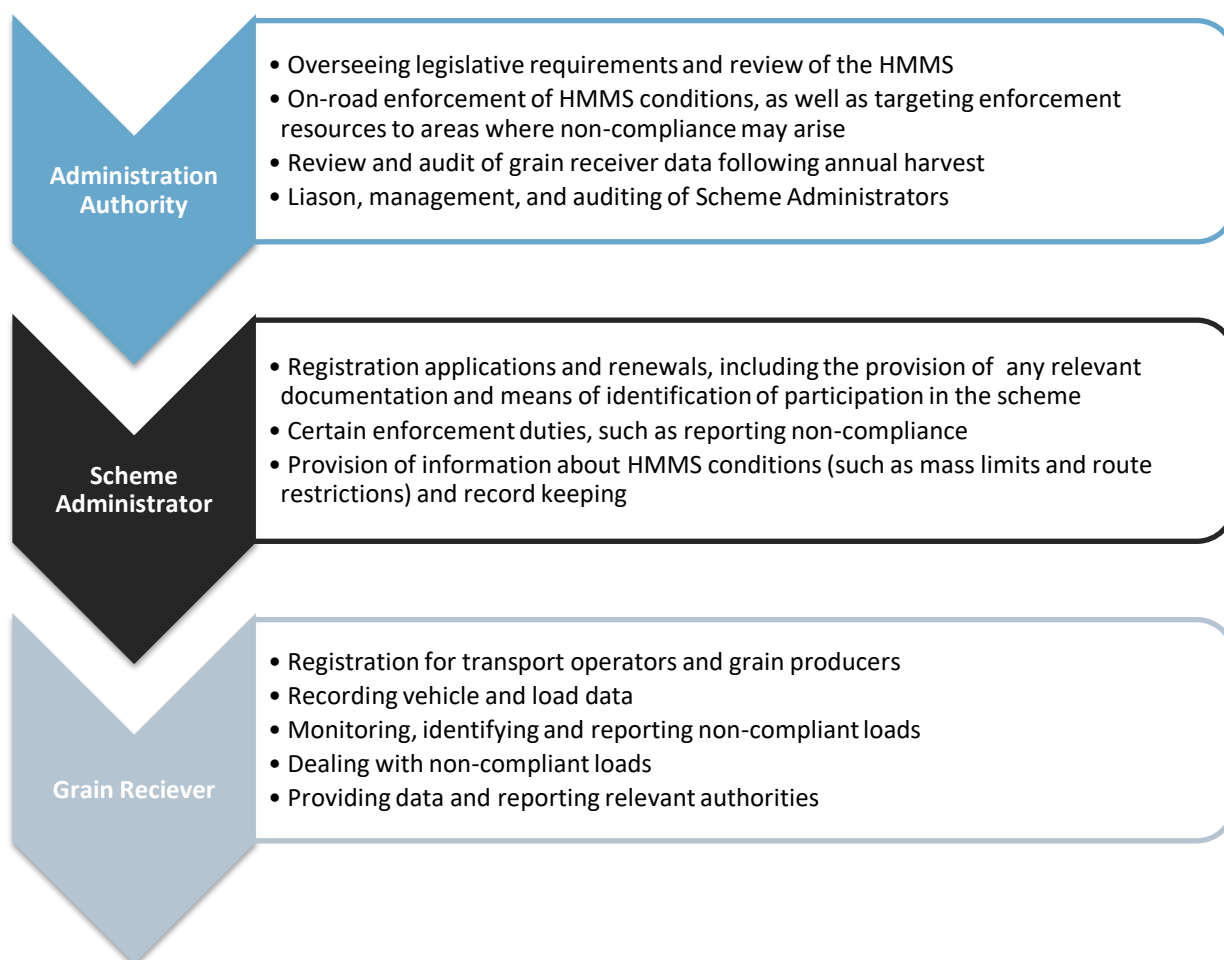
Depending on the HMMS structure chosen, a national notice may be created to replace state-specific notices. A national notice would likely provide a streamlined version of previous notices, in order to reduce and harmonise the number of conditions with which operators need to comply. The notice would outline the role of the Administration Authority.

Either national or state-based conditions would operate under the notice, which would likely be in the form of HMMS business rules. These conditions would form the basis of the day to day running of the scheme, and describe the role and responsibilities of the Scheme Administrator.

All operators and grain receivers who choose to participate in the HMMS may be required to register with a Scheme Administrator. The Scheme Administrator would likely provide oversight of and support for, appropriate administrative procedures and compliance activities.

Lastly, individual grain receivers who sign on to the HMMS may wish to impose individualised additional conditions such as relating to grain movement in and out of facilities.

Figure 2 – Indicative Administrative Structure of a possible National HMMS



Questions:

- Is the role of Scheme Administrator role best undertaken by a regulatory body or co-operatives? Please provide reasons for your response.
- What powers should the Scheme Administrator have?
- What roles should the Scheme Administrator perform?
- Should grain receivers establish operating procedures and a conditions guide specific to their site?

Registration

Participants may be required to register in the scheme with a Scheme Administrator.

Three suggested options exist for who can be a participant in the scheme:

1. Producers, or
2. Any grain transport operators who carry a specified commodity, or
3. Both producers and grain transporters

Questions:

- Please indicate your preference for either option 1, 2 or 3. Please provide reasons for your response.
- Do you have a suggested proposal for who may be a participant who is not listed above?
- What should the registration process look like?

- How and for what reasons can a registrant be excluded from the scheme?
- What, if any, mandatory obligations should be included as part of the GHMS national scheme?

Commodities

Wheat, barley, canola and chickpeas have been the most commonly included commodities in state-based GHMS schemes.

As such, the HMMS could either:

- Include a comprehensive list of commodities that are part of the scheme, or
- Include a HMMS-specific definition of a 'commodity'.

Questions:

- How should 'commodity' be defined in a new HMMS?
- Which agricultural commodities should the scheme include and/or exclude? Please provide reasons for your response.

Vehicle Types

Data provided by grain receivers indicates the following combination types are the most common in facilitating the grain movement task:

- Rigid truck
- Truck and dog
- Prime Mover and Trailer
- B-double
- Road trains
- B-triple
- AB-triple

NHVR suggests that this list of heavy vehicle configurations be utilised for the HMMS.

Questions:

- Should any configurations be included or excluded from this list?
- Should Performance Based Standards (PBS) vehicles be considered?

Mass Allowances

As the intention of the scheme is to assist with practical difficulties in grain transport, operators who are using Concessional Mass Limits will not be eligible for the scheme. This is due to their ability to prove their trucks' weight with greater accuracy.

The following options exist for national HMMS mass limits, provided that operators do not exceed their Gross Vehicle Mass (GVM) and Gross Combination Mass (GCM):

1. Exceed General Mass Limits (GML) by up to 5%
 - This limit is applied in the current GHMS in NSW and VIC.
 - To cater for the potential of mass shifting during transit an additional 0.5t on each tri-axle may be allowed, but the total mass would be limited to that of the 5% flexibility over GML.
2. Exceed GML by up to 7.5%
 - This limit is applied in the current GHMS in QLD.
3. Exceed GML by up to 10%
 - This would provide operators with a 10% overall mass allowance over GML, but would require operators to maintain normal axle loading requirement for the combination (that is, no higher masses on axles).

Questions:

- Should there be a nationally set mass limit tolerance? What should this tolerance be (5%, 7.5% or 10%)? Please provide reasons for your response.

Compliance and Reporting

As part of the business rules for a national HMMS, grain receivers who choose to participate in the HMMS must maintain receival records in a standard auditable format and record instances of non-compliance.

These records should be made available on request, and also be submitted to the Administration Authority and Scheme Administrator on a regular basis.

Non-compliance should be recorded and reported to the relevant authority within a set (yet to be determined) time period.

One format of dealing with compliance issues could be that if an operator has more than two instances of carrying a load close to or beyond the mass exemption, the operator should be provided with an opportunity to 'show cause' to demonstrate what corrective actions have been implemented to remedy the overloads.

If the operator records another overload, they would be suspended from operating under the scheme and may only deliver grain at standard mass weights.

The suspension notice would be issued by the Scheme Administrator.

In the event of a load being presented to a participating grain receiver exceeding the HMMS mass exemption, the onus will be on the participant to take corrective action so the load complies with the HMMS, prior to the grain receiver accepting the load.

Operators can choose to forfeit grain from overloaded trucks, which is then sold and the funds provided to charity.

Questions:

- To whom and in what format should reporting occur?
- How frequent should reporting be?
- How many instances of non-compliance can occur before the operator is removed from the scheme?
- Will the forfeiture to charity option for overloaded trucks be likely to improve compliance with the scheme? Can you suggest other options for dealing with excess loads?
- Should a national audit framework be implemented by the scheme administrator to audit all parties involved in the scheme?

Routes

In regards to geographic reach and road network, some GHMS schemes limit travel from farms to nearest approved grain receiver.

As grain receival locations are determined by grain receivers, it may be beneficial to develop either a HMMS network (involving routes to receival sites), or pre-approved routes for combinations under the scheme.

Any Restricted Access Vehicles (RAV) operating under the HMMS must comply with applicable RAV routes.

Questions:

- Should a HMMS network or pre-approved routes be established as part of the Scheme?
- Should these networks or pre-approved routes be defined jurisdiction or should it be national networks?
- Should the rule of delivery having to be to the 'nearest approved grain receiver' be implemented?

Timing**Question:**

- Should a national HMMS run all year round or be time limited?

Other Issues

Please add an additional comments section in your response, to provide any other comments you think are relevant to this review.

Appendix A: Definitions

CML: Concessional Mass Limit. CML allows an operator to operate at mass limits above the general mass limits, provided the operator is accredited under the National Heavy Vehicle Accreditation Scheme.

GCM: Gross Combination Mass. The maximum weight a truck can carry and tow.

GHMS: Grain Harvest Management Schemes (current state-based schemes).

GML: General Mass Limit. GML is the allowable mass for all types of heavy vehicle axle groups unless the vehicle is operating under an accreditation or exemption.

Grain receivers: Facility that is accepting grain being delivered, and that is operated by the same entity that is purchasing or has contracted to purchase the grain.

GVM: Gross Vehicle Mass. GVM is the maximum weight that a truck can carry including its own weight.

HML: Higher Mass Limit. HML allows certain heavy vehicles to access additional mass entitlements.

HMMS: Harvest Mass Management Scheme (possible future national scheme).

HVNL: Heavy Vehicle National Law.

NHVR: National Heavy Vehicle Regulator.

Notice: Notices are legal instruments that the NHVR uses to authorise travel by Restricted Access Vehicles on specified roads or to grant certain exemptions to the HVNL.

Operators: Grain growers, contractors and transport operators.

RAV: Restricted Access Vehicle. A RAV is a vehicle that is not a general access vehicle. A RAV Class 1, 2 or 3 vehicle operates under a notice or permit, and vehicles operating under higher mass limits can generally only access certain parts of the road network.

Road managers: State and territory road transport authorities, local governments and some other road owners, such as ports or forestry agencies.

State and territory road transport authorities: Road transport department or agency in each state or territory that is responsible for freeways, highways and other arterial roads, as well as transport regulation in general.

Appendix B: Existing State-Based Grain Harvest Management Schemes

State	Notice name	Expiry	Routes	Mass	Vehicle
New South Wales	<i>New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2016 (No. 1)</i> ⁱⁱⁱ	30-Jun-21	<p>Applies to the areas and eligible Participating Grain Receivers as set out in the NSW Grain Harvest Management Scheme map</p> <p>Notices also outlines routes</p>	<p>Exempts an eligible vehicle to which notice applies from the following mass limits in Schedule 1 of the MDL National Regulation</p> <p>Additional Conditions: Total mass limits condition, Steer axle mass (total mass limit) condition, Dog trailer condition, Axle and axle group mass limits condition, Steer axle mass (axle or axle group) condition, Increased mass limits for accredited operators, Floating 0.5t tri-axle mass limit concession, Mass limits relating to axle spacing</p>	<p>Eligible vehicle means a heavy vehicle, other than a PBS vehicle, that is —</p> <ul style="list-style-type: none"> a) a rigid truck with three or more axles b) a rigid truck (with three or more axles) towing a dog trailer with not more than four axles c) a prime mover and semitrailer combination that has an overall length not exceeding 19.0m, and not more than 6 axles in total d) a B-double that has an overall length not exceeding 19.0m, and not more than 7 axles in total e) a B-double that has an overall length not exceeding 26.0m, and 9 axles in total f) a road train that has an overall length not exceeding 36.5m, and not more than 12 axles in total g) a B-triple that has an overall length not exceeding 36.5 m and consists of a prime mover and three semitrailers, and not more than 12 axles in total; and h) an AB-triple that has an overall length not exceeding 36.5m and consists of a prime mover and semitrailer combination connected, by a converter dolly, to a B-double trailer set, and that has not more than 15 axles

State	Notice name	Expiry	Routes	Mass	Vehicle
Queensland	<i>Queensland Class 3 Heavy Vehicle (Grain Harvest Management Scheme) Mass Exemption Notice 2019 (No. 1)^{iv}</i>	30-Jun-24	This notice applies to all roads in Queensland except to the extent excluded by the Grain Harvest Management Scheme Accreditation Booklet	<p>Exempts an eligible vehicle to which notice applies from the following mass limits in Schedule 1 of the MDL National Regulation</p> <p>The mass of an eligible vehicle operating under this notice must not be more than—</p> <ul style="list-style-type: none"> (a) 7.5% over general mass limit applying to the vehicle combination; and (b) 10% over general mass limit applying to an axle or axle group mass for the vehicle; and (c) notwithstanding (a) and (b), the manufacturer’s rating for the vehicle. <p>(2) An eligible vehicle is not entitled to have the benefit of a mass exemption in the Heavy Vehicle (Mass, Dimension and Loading) National Regulation in addition to the concessional limits provided under this Notice</p>	Eligible vehicle means a heavy vehicle that is — (a) of a recognisable configuration; and (b) making deliveries of grain, oil seeds or pulses directly from a farm to the nearest approved GHMS receiver

State	Notice name	Expiry	Routes	Mass	Vehicle
Victoria	<i>Victoria Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2017 (No. 1)^v</i>	30-Jun-22	Applies to following stated networks maintained by VicRoads: a) for Rigid and Semi-trailers; Grain Harvest Management Scheme Rigid Truck & Semi-Trailer Network b) for B-Doubles; Grain Harvest Management Scheme B-double Network	Exempts an eligible vehicle to which notice applies from the following mass limits in Schedule 1 of the MDL National Regulation The maximum loaded mass of a heavy vehicle must not exceed the lowest of the following: a) In the case of a combination, the GCM limit specified by the prime mover manufacturer or b) In the case of a combination, the sum of the GVMs for the prime mover and the trailer or trailers it is towing c) In the case of a truck, the GVM of the vehicle or d) The mass limit for the heavy vehicle set out in Table 1 of this Notice	Eligible vehicle means a heavy vehicle, other than a PBS vehicle, that is — a) a rigid truck with two or more axles b) a rigid truck (with three or more axles) towing a dog trailer with not more than four axles c) a prime mover and semitrailer combination that has an overall length not exceeding 19 metres, and not more than 6 axles in total d) a B-double that has an overall length not exceeding 19 metres, and not more than 7 axles in total e) a B-double that has an overall length not exceeding 26 metres, and 9 axles in total

State	Notice name	Expiry	Routes	Mass	Vehicle
West Australia	<p><i>Road Traffic (Vehicles) Act 2012</i></p> <p><i>Harvest Mass Management Scheme Order 2018^{vi}</i></p>	<p>This Order ceases to have effect on the last day of February the following year.</p>	<p>A vehicle to which this Order applies is approved to operate on the corresponding RAV Network (see Order for more details)</p> <p>A vehicle to which this Order applies is approved to operate on a road listed in a Main Roads endorsed HMMS Road List when travelling from the paddock to the nearest road approved for RAV Network access</p> <p>A Category 1 RAV vehicle combination to which this Order applies that is 20 metres or less in length and 50 tonnes or less in gross mass is permitted to operate on any public road, other than a road that is prohibited under RAV Network 1</p>	<p>The modified mass requirement specified in the Business Rules is approved for a vehicle to which this Order applies, subject to the conditions specified in the Business Rules.</p>	<p>This Order applies to a vehicle that is—</p> <ul style="list-style-type: none"> registered with a Grain Receiver for the purposes of the HMMS; Being operated in accordance with the Business Rules; and Being used to transport grain from a paddock directly to a Grain Receiver accepting the particular type of grain being transported.

State	Notice name	Expiry	Routes	Mass	Vehicle
South Australia	<i>South Australia Heavy Vehicle Farm Gate Grain Transport Mass Exemption Notice 2015 (No. 1)</i> ^{vii}	30-Sep-20	<p>This notice applies to the route network specified in the relevant primary notice under which a heavy vehicle is operating.</p> <p><i>Note—</i></p> <p>Commodity Routes are not approved for Higher Mass Limits operation.</p> <p>Operations at concessional mass limits are allowed only on the network approved for a given vehicle under this notice.</p>	<p>A vehicle that is referred to in section 7 (2) and is operating under this notice is exempt from the concessional mass limits stated in the following provisions of section 2 of Schedule 2 of the National Regulation—</p> <p>(a) Subsections (3)(a) and (3)(b); (b) Subsection (4) in conjunction with the table in subsection (8) as it applies to—</p> <p>(i) tandem axle groups fitted with dual tyres on all axles,</p> <p>ii) triaxle groups fitted with dual tyres on all axles.</p> <p>The loaded mass of a heavy vehicle operating under this notice must be less than 105% of normal mass limit.</p> <p>The mass allowed under subsection (5) is only applicable to the first and second load carried by a heavy vehicle from a given paddock on a given day.</p>	<p>This notice applies to a heavy vehicle operating under concessional mass limits set out in Schedule 2 of the National Regulation.</p>

NB: For trucks operating at GML masses, please see the *Heavy Vehicle Transport Off-Farm Grain Carriers' Code of Practice Mass, Dimension, Load Restraint and Fatigue*^{viii}

References

- ⁱ Grain Trade Australia, *Agricultural Competiveness White Paper: Transport Infrastructure and the Grains Sector*, 2014 <<https://agwhitepaper.agriculture.gov.au/sites/default/files/SiteCollectionDocuments/GP266%20Grain%20Trade%20Australia%20-%20Transport%20infrastructure%20and%20the%20grains%20sector.pdf>>
- ⁱⁱ National Transport Commission, *On-Board Mass Technology Policy Framework Position Paper*, 2010 <[https://www.ntc.gov.au/Media/.../\(93F32D14-7E92-455D-811F-0B6775832286\).pdf](https://www.ntc.gov.au/Media/.../(93F32D14-7E92-455D-811F-0B6775832286).pdf)>
- ⁱⁱⁱ National Heavy Vehicle Regulator, *New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2016 (No. 1)*, 2016 <<https://www.nhvr.gov.au/files/c2016g00785-nsw-class-3-grain-harvest-management-scheme-mass-exemption-2016-no1.pdf>>
- ^{iv} National Heavy Vehicle Regulator, *Queensland Class 3 Heavy Vehicle (Grain Harvest Management Scheme) Mass Exemption Notice 2019 (No. 1)*, 2019 <<https://www.nhvr.gov.au/files/c2019g00495-qlld-class-3-grain-harvest-management-scheme-mass-exemption-notice-2019.pdf>>
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- ^{viii} South Australian Road Transport Association, *Heavy Vehicle Transport Off-Farm Grain Carriers' Code of Practice Mass, Dimension, Load Restraint and Fatigue*, 2011 <<http://www.sarta.org.au/userfiles/Grain%20Carriers%20Code%20of%20Practice%20signed%20current%20as%20at%20140810.pdf>>