

Enquiry Details are below:

Enquiry Type: NHVR Policy

Enquiry Priority: Low

Enquiry Source: Email

Enquiry Contact method:

Enquiry Due Date: 15/10/2019

Enquiry Description:

good morning review team,

as an active participant in the grain transport task, id like to comment on the GHMS.

over the years i have been in the qld scheme, via agforce , and the nsw via the rms.

even though i have mass and maintenace management, when dealing with the various grain recievers, GHMS was the only concept they understood or accepted.

to say the agforce system is a farce open to abuse by cunning and uncaring participants is an understatement.

all the reasons for having mass management with RFS dont miraculously turnoff at harvest time. ive been in grain line ups at moree with rattly old macks with camel back suspension, and, they can load to the same weight as my state of the art kenworth . where is the incentive to update to more road friendly, safer, cleaner equipment. ????

many grain growers will have big shiny expensive tractors and headers, but trucks.....well, not so much consideration or care is taken.

futhermore, the umpteen different truck codes in grain recieval weighbridges, particularly the PBS ones, are open for wholesale exploitation. you have backpackers, part timers uni students etc manning these bridges at harvest time. the code sheet will have half a dozen nearly identical diagrams of truck and dogs. the experienced eye has trouble distinguishing the differences. a bonnie lass from scotland has zero.

the whole GHMS/ PBS/Mass/Agforce, schemes have made it way to complicated. GML, HML, CML. with documented proof is more than enough red tape to handle.

and forget the stickers as proof, i know of two operators with magnitized NHVR stickers that are put on and taken off different prime movers at will.

a single page letterhead document,with reg, and allowable gross,for any accredited vehicle should be the requirement.

no letterhead,no weight over GML.

grain trucks should be encouraged to be progressive and compliant. GHMS's actually discourage safer and greener trucks.

a farmers rattly old mack does more road damage than a contractors new truck. why the difference the tolerance.????.

harvesting at tumby bay in south australia, a farmer was explaining to me why he shouldnt have to comply with the brakes %,and working lights,and decent tyres, simply because he is a farmer. good grief, that is the prevailing attitude.

cheers bernie

--

BERNIE RUSSELL

B&V Russell Pty Ltd  
ABN: 14 894 419 168