

ROAD TRANSPORT (GENERAL) ACT 2005

Ministerial Declaration (Livestock Loading Scheme) Order 2012

I, Duncan Gay, Minister for Roads and Ports, pursuant to section 16 of the *Road Transport (General) Act 2005*, make the following Order.

Dated this 22nd day of November 2012.

DUNCAN GAY, MLC
Minister for Roads and Ports

PART 1 - PRELIMINARY

1. Citation

This Order may be cited as the *Ministerial Declaration (NSW Livestock Loading Scheme) Order 2012*.

2. Commencement

This Order takes effect on and from 1 December 2012.

3. Effect

This Order remains in effect until it is revoked.

4. Interpretation

Unless otherwise stated, words and expressions used in this Order have the same meaning as those defined in the *Road Transport (General) Act 2005*.

5. Definitions

In this Order:

certified road friendly suspension means a road friendly suspension system certified in accordance with Vehicle Standards Bulletin No 11 issued by the Department of Transport and Regional Services of the Commonwealth.

NSW Livestock Loading Scheme means the Scheme of that name approved for the purposes of Part 6 of the *Road Transport (Mass, Loading and Access) Regulation 2005*.

6. Declaration

- (a) The axle mass limits in Table 1 and the total combinations mass limits in clause 6 of Schedule 1 to the *Road Transport (Mass, Loading and Access) Regulation 2005* are declared not to apply to a combination described in Part 2 of this Order, provided the combination complies with the mass limits set out in Part 3 of this Order and the operating conditions set out in Part 4 of this Order.
- (b) The requirements of clause 69(4) of the *Road Transport (Mass, Loading and Access) Regulation 2005* are declared not to apply to the NSW Livestock Loading Scheme.

PART 2 – APPLICATION

7. Eligible combinations

The following types of combinations may operate in accordance with this Order:

- (a) Single articulated vehicles which consist of a prime mover and a semi-trailer, and have a deck length available for the carriage of animals not exceeding 12.5 metres;

- (b) B-doubles that have an overall length not exceeding 19.0 metres and a combined deck length available for the carriage of animals not exceeding 15.0 metres; and
- (c) B-doubles that have an overall length not exceeding 26.0 metres and a combined deck length available for the carriage of animals not exceeding 18.8 metres; and
- (d) Road trains that have an overall length not exceeding 36.5 metres, and a minimum distance between the centres of the outermost axles of a road train of at least 26.5m metres, and a combined deck length available for the carriage of animals not exceeding 25.0 metres.
- (e) B-triples that consist of a prime mover and three semi-trailers and have a combined deck length available for the carriage of animals not exceeding 28.2 metres.
- (f) AB-triples that consist of a prime mover and semi-trailer combination connected, by a converter dolly, to two semi-trailers which are connected by a fifth wheel coupling, that have a combined deck length available for the carriage of animals not exceeding 28.2 metres.

8. Vehicle standards

Combinations operating in accordance with this Order must have:

- (a) a prime mover with a tandem axle drive group, and
- (b) semi-trailer(s) with either tandem axle or tri-axle group(s), or in the case of a B-double not exceeding 19.0 metres in length, semi-trailers with tandem axle groups only; and
- (c) in the case of a road train or an AB-triple, either a tandem axle or tri-axle group on the converter dolly, and
- (d) either single tyres with section width of at least 375 mm, dual tyres, or a combination of those tyres, on all axle groups, and
- (e) certified road friendly suspension fitted and maintained in working order on all axle groups of all semi-trailers.
- (f) in the case of a B-Triple or AB-triple, certified road friendly suspension fitted and maintained in working order on all axle groups.

NOTE: Certified road friendly suspension is optional for prime movers on single trailer combinations, B-doubles and road trains, and for the converter dolly on a road train. Lower mass limits apply to axle groups not fitted with certified road friendly suspension.

9. Intelligent Access Program

B-triples and AB-triples may only operate under this Order if they are enrolled in the Intelligent Access Program and are operating in accordance with the operating conditions on their Intelligent Access Program permit.

NOTE: Operating conditions for B-triples and AB-triples operating under the NSW Livestock Loading Scheme are published on the RMS website.

PART 3 – MASS LIMITS

10. Mass limits apply when carrying livestock loads

The mass limits set out in this Part apply to combinations described in Part 2 of this Order when carrying loads of cattle, sheep, pigs or goats.

11. Total mass limits – combinations

The total mass of a combination must not exceed the lowest of the following:

- (a) the sum of the axle and axle group mass limits in Clause 12, or
- (b) the GCM limit specified by the prime mover manufacturer, or
- (c) the sum of the GVMs for the prime mover and the trailer or trailers it is towing.

12. Axle and axle group mass limits

The mass on an axle or axle group must not exceed the limits set out in Table A of this Order, except as provided for by Clause 12.

Table A - Axle and axle group mass limits

STEER AXLE GROUPS	MASS LIMIT
Single steer axle	6.0 tonnes
NON-STEER AXLE GROUPS	
Tandem axle group not fitted with certified road friendly suspension	16.5 tonnes
Tandem axle group fitted certified road friendly suspension	17.0 tonnes
Tri-axle group not fitted with certified road friendly suspension (converter dollies only)	16.5 tonnes
Tri-axle group fitted with certified road friendly suspension	22.5 tonnes

NOTE: Prime movers that comply with the *Class 3 Single Steer Axle Mass Limit Exemption Notice* may exceed the 6.0 tonnes mass limit for a single steer axle by 0.5 tonnes.

13. Floating 0.5 tonne tri-axle mass limit concession

The mass on a tri-axle group of a semi trailer may exceed the limit set out in Table A by up to 0.5 tonne, as long as the total mass of the combination does not exceed the total mass limit specified in Clause 11.

14. Mass limits related to axle spacing

Combinations operating in accordance with this Order may exceed the mass limits related to axle spacing set out in clause 3 and Table 2 of Schedule 1 to the *Road Transport (Mass, Loading and Access) Regulation 2005* by:

- (a) 0.5 tonnes for each tandem axle groups fitted with certified road friendly suspension and;
- (b) 2.5 tonnes for each tri-axle group fitted with certified road friendly suspension.

PART 4 - OPERATING CONDITIONS

15. Vehicle labels or plates

- (a) All vehicles operating under this Order must display a NSW Livestock Loading Scheme label issued by NSW Roads and Maritime Services.
- (b) The requirement in subclause 15(a) does not apply to vehicles registered in another State or Territory if they comply with the following requirements:

- (i) In the case of vehicles registered in Victoria, the vehicle displays a Victorian Livestock Loading Scheme plate, and the driver carries a copy of the Victorian Livestock Loading Scheme certificate issued by VicRoads.
- (ii) In the case of vehicles registered in Queensland, the vehicle has a modification plate that displays the vehicle's maximum axle capacities, tare mass, king pin rating and the code s10.
- (iii) In the case of vehicles registered in South Australia, the vehicle displays a current Transport SA Livestock Loading label.
- (iv) In the case of vehicles registered in Western Australia, the driver carries a current Concessional Livestock Loading permit issued by Main Roads Western Australia.
- (v) In the case of vehicles registered in the Northern Territory, the driver carries a current Northern Territory Livestock Loading permit.

16. Driver training

- (a) From 1 April 2013, drivers of combinations operating under this Order must have successfully completed the NSW Livestock Loading Scheme driver training course approved by NSW Roads and Maritime Services.
- (b) The requirement in subclause 16 (a) does not apply to drivers who have successfully completed the Victorian Livestock Loading Scheme driver training course.
- (c) The driver must carry a copy of the certificate issued by the provider of the NSW Livestock Loading Scheme training course, or a copy of the certificate issued by the provider of the Victorian Livestock Loading Scheme training course.

17. Approved routes

Combinations operating under this Order may operate on the following routes, except where prohibited by a load limit specified for a road, bridge or causeway by a sign or notice.

- (a) Single articulated vehicles may operate on the routes approved for Higher Mass Limits short combinations, as shown on the Higher Mass Limits maps published on the RMS website.
- (b) B-doubles not exceeding 19.0 metres in length may operate on routes approved for 19m B-doubles with a total combination mass exceeding 50 tonnes, as shown on the Restricted Access Vehicle maps published on the RMS website.
- (c) B-doubles exceeding 19.0 metres in length but not exceeding 26.0 metres in length may operate on the routes approved for Higher Mass Limits B-doubles, as shown on the Higher Mass Limits maps published on the RMS website.
- (d) Road trains not exceeding 36.5 metres in length may operate on the routes approved for Higher Mass Limits road trains, as shown on the Higher Mass Limits maps published on the RMS website.
- (e) B-triples may operate on routes approved for Higher Mass Limits B-triples, as shown on the B-triple and AB-triple maps published on the RMS website.
- (f) AB-triples may operate on routes approved for Higher Mass Limits AB-triples, as shown on the B-triple and AB-triple maps published on the RMS website.

NOTE – This Order will be amended in early 2013 to extend the NSW Livestock Loading Scheme to other NSW roads provided that vehicles comply with applicable approved Restricted Access Vehicle routes.
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ROAD TRANSPORT (GENERAL) ACT 2005

Ministerial Declaration (Livestock Loading Scheme)(Amendment) Order 2013

I, Duncan Gay, Minister for Roads and Ports, pursuant to section 16 of the *Road Transport (General) Act 2005*, hereby amend the *Ministerial Declaration (Livestock Loading Scheme) Order 2012* that was published on 23 November 2012 in the *New South Wales Government Gazette* No. 124 at pages 4809 to 4811, as set out in the Schedule of this Order, effective from 1 March 2013.

Dated this 27th day of February 2013.

DUNCAN GAY, MLC
Minister for Roads and Ports

SCHEDULE

The *Ministerial Declaration (Livestock Loading Scheme) Order 2012* that was published on 23 November 2012 in the *New South Wales Government Gazette* No. 124 at pages 4809 to 4811 remains in force subject to the following amendments:

1. Clause 16 – Driver training

In subclause 16(c), omit “a copy of the certificate issued by a provider of the NSW Livestock Loading Scheme training course”.

Insert instead “evidence, in a form approved by NSW Roads and Maritime Services, indicating the driver has successfully completed the approved NSW Livestock Loading Scheme driver training course.”

2. Clause 17 – Approved routes

In subclause 17(a) after “RMS website”, insert “and on all State Roads”.

In subclause 17(c) after “RMS website” insert “and on all State roads approved for B-doubles not exceeding 26.0 metres in length”.

In subclause 17(d) after “RMS website” insert “and on all State roads approved for road trains not exceeding 36.5 metres in length”.

In subclause 17(e) omit “Higher Mass Limits”. Insert instead “General Mass Limits”.

In subclause 17(f) omit “Higher Mass Limits”. Insert instead “General Mass Limits”.

Omit the Note after clause 17. Insert instead,

Note: This Order was amended effective 1 March 2013 to extend the NSW Livestock Loading Scheme to all NSW State Roads, provided vehicles comply with applicable Restricted Access Vehicle routes.

This Order will be further amended during 2013 to extend the NSW Livestock Loading Scheme to local and regional roads as approved by the relevant roads authority.”

ROAD TRANSPORT ACT 2013

Ministerial Declaration (Livestock Loading Scheme)(Amendment) Order 2013

I, Duncan Gay, Minister for Roads and Ports, pursuant to section 19 of the *Road Transport Act 2013*, hereby amend the *Ministerial Declaration (Livestock Loading Scheme) Order 2012*, as set out in the Schedule of this Order, effective from the date this Order is published in the New South Wales Government Gazette.

Dated this 30th day of August 2013.

DUNCAN GAY, MLC
Minister for Roads and Ports

SCHEDULE

The *Ministerial Declaration (Livestock Loading Scheme) Order 2012* that was approved pursuant to section 16 of the *Road Transport (General) Act 2005* and published on 23 November 2012 in the *New South Wales Government Gazette* No. 124 at pages 4809 to 4811, and amended as published on 1 March 2013 in the *New South Wales Government Gazette* No. 31 at page 501, remains in force subject to the following amendments:

Note: the *Road Transport Act 2013* (Schedule 4, Part 2, Division 3 clause 7) provides that from 1 July 2013, a Ministerial Order in force under section 16 of the *Road Transport (General) Act 2005* is taken to be an Order in force under section 19 of the *Road Transport Act 2013*.

18. Clause 4 - Interpretation

In clause 4, delete “*Road Transport (General) Act 2005*”, and insert instead “*Road Transport Act 2013* and *Road Transport (Driver and Vehicle Management Act) 2005*”.

19. Clause 5 - Definitions

In clause 5, delete the definition of *State Roads*.

In clause 5, insert the following definitions:

Regional and local road means a road for which a council is the roads authority.

State road means a road for which NSW Roads and Maritime Services is the roads authority.

Nominated by a participating council in relation to a local and regional road means the council that is the roads authority for the road has provided written advice to NSW Roads and Maritime Services indicating that the road is suitable for access by a class or classes of combinations operating under this Order.

Clause 17 – Approved routes

Omit clause 17. Insert the following:

17. Approved routes

(1) Combinations operating under this Order may use the routes and areas described below, except where prohibited by a load limit specified for a road, bridge or causeway by a sign or notice.

(g) Single articulated vehicles not exceeding 19.0 metres in length may use:

- i. all State Roads.
- ii. regional and local roads nominated by participating councils; and
- iii. any other regional and local roads approved for single articulated vehicles not exceeding 19.0 metres in length operating at Higher Mass Limits; and
- iv. routes and areas approved for B-doubles exceeding 19.0 metres in length, road trains, B-triples and AB-triples in subclauses (c), (d), (e) and (f).

- (h) B-doubles not exceeding 19.0 metres in length may use:
 - i. routes approved for B-doubles not exceeding 19.0 metres in length with a total combination mass exceeding 50 tonnes, as set out in the *19 metre B-Double Mass Limit Notice 2010*, as amended from time to time; and
 - ii. routes and areas approved for B-doubles, road trains, B-triples and AB-triples in subclauses (c), (d), (e) and (f).

- (i) B-doubles exceeding 19.0 metres but not exceeding 26.0 metres in length may use:
 - i. State Roads approved for use by B-doubles not exceeding 25.0 metres in length as set out in the *B-Double Notice 2010*, as amended from time to time; and
 - ii. regional and local roads nominated by participating councils that are approved for use by B-doubles not exceeding 25.0 metres in length as set out in the *B-Double Notice 2010* as amended from time to time; and
 - iii. any other regional and local roads that are approved for use by B-doubles not exceeding 26.0 metres in length operating at Higher Mass Limits; and
 - iv. routes and areas approved for road trains, B-triples and AB-triples in subclauses (d), (e) and (f).

- (j) Road trains not exceeding 36.5 metres in length, other than B-triples and AB-triples, may use:
 - i. State Roads approved for road trains not exceeding 36.5 metres in length as set out in the *Road Train Notice 2012*, as amended from time to time; and
 - ii. regional and local roads nominated by participating councils that are approved for use by road trains not exceeding 36.5 metres in length as set out in the *Road Train Notice 2012*, as amended from time to time; and
 - iii. any other regional and local roads that are approved for use by road trains not exceeding 36.5 metres in length operating at Higher Mass Limits; and
 - iv. the routes and areas approved for B-triples and AB-triples in subclauses (e) and (f).

- (k) B-triples may operate on routes approved for use by B-triples operating at General Mass Limits.

- (l) AB-triples may operate on routes approved for use by AB-triples operating at General Mass Limits.

Note: The routes approved for use by combinations operating under this Order, and load limit sign-posted bridges on approved routes are shown on a map published on the RMS website.