NSW Grain Harvest Management Scheme
January - June 2015 Harvest Period Report

August 2016
1. Introduction

The NSW Grain Harvest Management Scheme (GHMS) promotes the safe and productive movement of grain. It provides a mass allowance to minimise the risk associated with the variable conditions of loading trucks at a farm. It is designed to decrease this risk, protect roads and to increase productivity and efficiency of the grain industry.


Future GHMS reporting will be conducted on a financial year basis.

Participating Grain Receivers (PGRs) provided data to Roads and Maritime on all grain loads received during the harvest period. This self-reported data was not verified by Roads and Maritime. All the data provided to Roads and Maritime for this harvest was used in this report.

As demonstrated in the first Roads and Maritime report on the GHMS, the data collected by Roads and Maritime over this period shows a continuing trend of loading within the GHMS concession.

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.


The reporting period January - June 2015 coincides with the rice harvest grown primarily in southern NSW. In terms of tonnage delivered, this harvest is smaller than the winter crop harvest, however the data reported to Roads and Maritime shows that compliance has been similarly very high.

Data provided to Roads and Maritime indicated the size of the harvest (911,655 tonnes of grain), utilisation of the GHMS concession (786,377 tonnes delivered under the GHMS) and the total number of deliveries (approximately 32,000).

- 87 per cent (786,377 tonnes) of the grain deliveries reported to Roads and Maritime for this period were delivered using the GHMS concession
- 27,947 vehicle trips used the GHMS concession
- Approximately 1200 vehicle trips (one way) are estimated to have been saved
- The most common vehicle configuration was the six axle prime mover/semi trailer combination which moved almost 61 per cent of the grain transport task
- The majority of grain transported over this period was rice at 81.5 per cent of all deliveries
- 4 per cent of all reported deliveries were recorded as overmass
- 1.79 per cent of GHMS deliveries were above GHMS mass limits
- 19.49 per cent of non-GHMS deliveries fell outside their allowable mass limit (AWL), the majority of which were in the minor range (i.e. between 100-105 per cent above their AWL)
- Griffith was the Local Government Area (LGA) that received the majority of grain, followed by Murrumbidgee and Deniliquin.

In the October - December 2014 Harvest Period Report, Roads and Maritime reported that:

- A total of 56 local councils provided consent for grain transport at Scheme masses on their local roads
- A total of 13 Participating Grain Receivers participated, covering 175 grain receival sites across NSW.

This level of participation was maintained throughout the January - June 2015 reporting period.
The GHMS data for this period shows that grain deliveries were distributed across 34 LGAs.

All 56 councils subsequently approved continued participation in the Scheme. An additional two councils also joined the scheme during this period, increasing the total number of participating councils to 58.

In advance of the commencement of the wheat harvest in October 2015 another six PGRs joined the Scheme, taking the total number of PGRs to 19 with 170 sites.

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 objectives\(^1\) 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.

\(^1\) Review of the 2013/14 NSW Grain Harvest Management Scheme, published by TfNSW, September 2014
The GHMS data for the period of January – June 2015 shows that grain deliveries were predominately rice at 81.5 per cent of the grain transport task, followed by sorghum, wheat and maize. This profile is consistent for the grain harvest across the Autumn/Winter period in NSW.
4. Eligible vehicle types

The 17 eligible vehicle types delivered 94 per cent of the harvest over the January - June 2015 reporting period, continuing to cover the vast majority of the grain transport task.

The six axle prime mover/semi trailer combination continued to deliver the majority of the task at 61 per cent of the grain transport task from farm to receiver.

High levels of compliance by industry

Overall, the data for the January - June 2015 period shows that the GHMS experienced a high level of compliance. Across all deliveries (GHMS and non GHMS), an average of 93 per cent of the total allowable mass limit for a delivery was utilised. Four per cent of all reporting represented an overloaded vehicle.

Only 1.74 per cent of GHMS deliveries fell between 100-105 per cent over GHMS limits.

Graph 3 shows a greater likelihood for non Scheme deliveries to exceed their allowable limit (>100%) with 19.49 per cent of deliveries above their allowable weight limit, compared to only 1.79 per cent for deliveries under the GHMS.

Again, the high level of continued industry compliance with GHMS limits is an important outcome of the Scheme. It demonstrates reasonably accurate loading combined with a good understanding of the purpose of the Scheme to provide a productivity benefit by decreasing the risk of overloading given the variable conditions of loading on the farm.

As noted in the October - December 2014 Harvest Period Report and as evidenced by the continued participation of all 56 councils from 2014, this level of compliance provides increased assurance to local councils and Roads and Maritime as road managers and continues to ensure the improved, safer movement of grain.
5. Highlights 1 October 2014 - 30 June 2015

A review of 99.6% of delivery data provided to Roads and Maritime from both reporting periods indicated that the size of the harvest across this total reporting period was 6,404,640 tonnes and that the use of the GHMS mass concession delivered 4,449,164 tonnes of grain. The total number of deliveries reported to Roads and Maritime was 214,362.

Key results:

• 70 per cent of the grain deliveries (over 4,449,164 tonnes) reported to Roads and Maritime were delivered using the GHMS
• 149,732 vehicle trips used the GHMS concession
• Overall, 59 per cent of all grain deliveries were wheat
• Approximately 54 per cent of deliveries were made by the six axle semi trailer
• 5.26 per cent (11,308 deliveries) were overmass
• 1.65 per cent of GHMS deliveries were over GHMS mass limits. The majority of these deliveries fell in the minor range
• Urana LGA received the majority of the delivered grain
• Boorowa LGA received the smallest number of deliveries.

The GHMS data for the October 2014 – June 2015 total reporting period shows that grain deliveries were distributed across 42 LGAs. Graph 5 below shows the distribution of grain deliveries across these LGAs.

Graph 6 shows the distribution of grain receivals for the October 14 – June 15 harvest periods.
6. Conclusion

The data and survey results 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 identified 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.

Graph 6 Distribution by Winter & Summer Crops and Rice (October 2014 – June 2015)