

OVERVIEW

The NSW Grain Harvest Management Scheme (GHMS) promotes the safe and productive movement of grain. It provides up to 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.

SCOPE

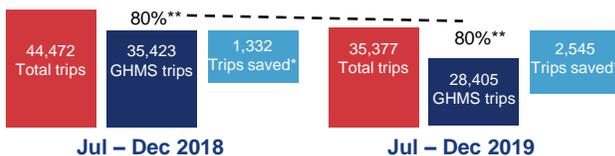
This report uses data reported to Transport for NSW during the July – December 2019 (winter crop) harvest period from Participating Grain Receivers (PGRs) on all grain loads received during the period. The data reported on in the period of July – December 2019 covered PGR sites in 29/47 LGAs. 17/25 PGRs participated in the reporting period of July – December 2019.

THE HARVEST

The Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES) forecasted winter production to be 27 per cent below the 10-year average to 2018-2019, falling for the third consecutive year since record high production in 2016-2017 (ABARES 2019). The low yield has impacted the following areas of the report: the total harvest size, and the total number of deliveries. There has been a steady increase in the production of barley since 2017, with international markets also seeing upward trends of barley production. Wheat and Canola have experienced sustained decreases in production, performing at approximately 35 per cent below their 10-year averages in 2018-2019 (ABARES 2019).

HOW MANY TRIPS HAVE BEEN SAVED?

In the July to December 2019 reporting period, 2,545 trips were saved from the NSW GHMS (7%). In the July to December 2018 reporting period, 1,332 trips were saved (3.0%). The increase in trips saved was due to PGRs resolving reporting inconsistencies with truck mass limits, investigating trends in overload deliveries to find root causes and resolve them, and conducting staff training to increase attention to detail when reporting.



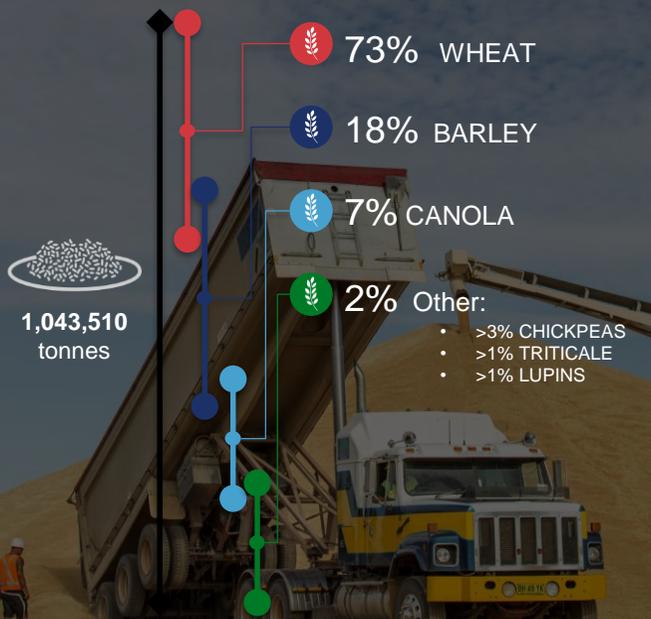
PROGRESS AND REPORTING

Scheme progress - The data and scheme participation by councils and industry continue to show strong support for the GHMS. Transport for NSW will continue to administer the scheme, progress opportunities for improvement, and work with the National Heavy Vehicle Regulator (NHVR) to implement further changes.

Drought support - Along with the broader NSW government drought relief support for farmers and their families, Transport for NSW is working with freight and agricultural industries to support access for heavy vehicles in drought affected areas. In partnership with the NHVR, Transport for NSW have also improved and streamlined the assessment of drought relief permit applications.

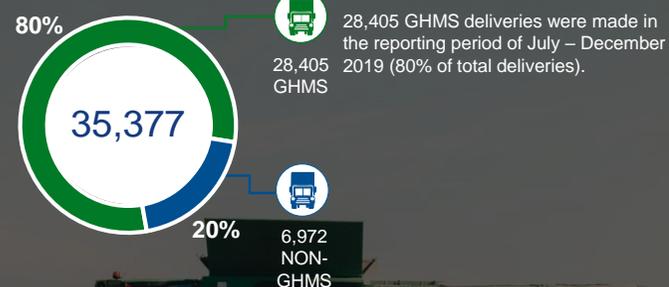
THE HARVEST

JULY- DECEMBER 2019 HARVEST



TRANSPORTATION OF GRAINS

DELIVERIES MADE

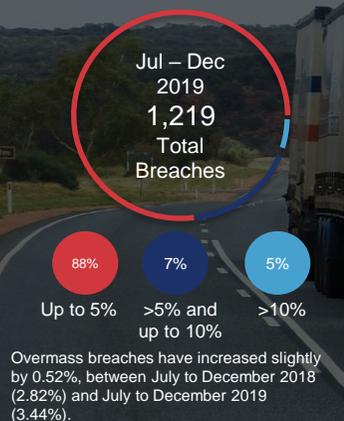


MOST COMMON VEHICLE TYPE

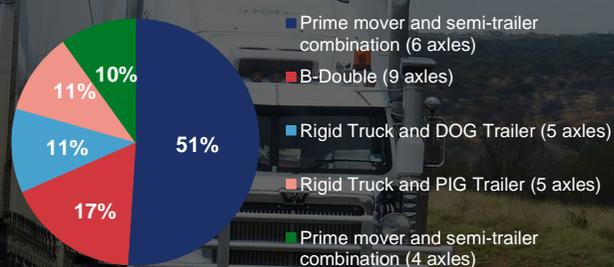


DELIVERY COMPLIANCE & PRODUCTIVITY

OVERMASS BREACHES AND PERCENTILE GROUP

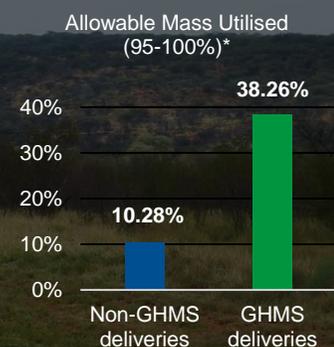


BREACH BY TRUCK TYPE



The breach figures for the reporting period of July – December 2019 show that Prime mover (6 axle) vehicles have breaches in delivery mass proportional to their utilisation of total deliveries.

PRODUCTIVITY



*Percentage is calculated from total deliveries July – December 2019. GHMS mass limit include 5% overmass allowance.