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SPECIAL SUPPLEMENT

ROAD TRANSPORT ACT 2013

Ministerial Declaration (NSW Grain Harvest Management Scheme) Order 2013

I, Duncan Gay, Minister for Roads and Ports, pursuant to section 19 of the Road Transport Act 2013, make the following Order.

Dated this 14th day of October 2013.

DUNCAN GAY, M.L.C.,
Minister for Roads and Ports

PART 1 – PRELIMINARY

1. Citation

This Order may be cited as the Ministerial Declaration (NSW Grain Harvest Management Scheme) Order 2013.

2. Commencement

This Order takes effect on and from 15 October 2013.

3. Effect

This Order remains in force until 31 May 2016 unless it is amended or revoked earlier, but only applies during the following periods:

- (a) 15 October 2013 to 31 May 2014, inclusive.
- (b) 1 October 2014 to 31 May 2015, inclusive.
- (c) 1 October 2015 to 31 May 2016, inclusive.

4. Interpretation

Unless otherwise stated, words and expressions used in this Order have the same meaning as those defined in the Road Transport Act 2013 or other road transport legislation.

5. Definitions

In this Order:

grain means wheat, barley, rice, oats, canola and legumes.

harvest period means any one of the periods set out in clause 3 (a), (b) or (c).

participating grain receiver means a facility which has an agreement with Transport for NSW to accept and report data on grain deliveries from vehicles and combinations operating under this Order.

Note: Roads and Maritime Services will publish locations of Participating Grain Receivers on its website.

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

type-approved on-board mass units means on-board mass scales or weighing devices or load cell systems capable of accurately measuring vehicle axle and gross weights and that are type-approved by Transport Certification Australia.

6. Declaration

The axle mass limits in Table 1 and the total combination 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 vehicle or combination described in Part 2 of this Order provided the vehicle or combination complies with the operating conditions set out in Part 3 of this Order, the mass limits set out in Part 4 of this Order and the compliance requirements set out in Part 5 of this Order.

PART 2 – APPLICATION**7. Eligible vehicles and combinations**

When carrying grain to the first practicable participating grain receiver for the grain type being carried the following types of vehicles and combinations may operate in accordance with this Order:

- (a) Rigid trucks with three or more axles;
- (b) Rigid truck (with three or more axles) towing a dog trailer with not more than four axles;
- (c) Prime mover and semi trailer combinations that have an overall length not exceeding 19 metres, and not more than 6 axles in total;
- (d) B-doubles that have an overall length not exceeding 19 metres, and not more than 7 axles in total;
- (e) B-doubles that have an overall length not exceeding 26 metres, and 9 axles in total;
- (f) Road trains that have an overall length not exceeding 36.5 metres, and not more than 12 axles in total;
- (g) B-triples that have an overall length not exceeding 36.5 metres and consist of a prime mover and three semi-trailers, and not more than 12 axles in total; and
- (h) AB-triples that have an overall length not exceeding 36.5 metres and consist of a prime mover and semi-trailer combination connected, by a converter dolly, to a B-double trailer set, and that have not more than 15 axles in total.

PART 3 – OPERATING REQUIREMENTS**8. Operating requirements – operators**

A copy of this Order must be carried in the driving compartment of a vehicle or combination operating under this Order and must be produced in response to a request by a police officer or an authorised officer.

9. Mass management

9.1 A vehicle or combination operating in accordance with this Order must be:

- (a) a nominated vehicle of an operator accredited under the mass management module of the National Heavy Vehicle Accreditation Scheme; or
- (b) equipped with type-approved on-board mass units.

9.2 For the period 15 October 2013 to 31 May 2014 inclusive, a vehicle or combination operating under this Order is exempt from the requirements of clause 9.1.

10. Approved routes

10.1 A vehicle or combination operating under this Order is subject to each requirement of clause 10.

10.2 A vehicles or combination operating under this Order may operate on the following routes:

- (a) Rigid trucks may operate on all roads in NSW.
- (b) Rigid truck and dog trailer combinations not exceeding 19 metres in length may operate on all roads in NSW.
- (c) Prime mover and semi trailer combinations not exceeding 19 metres in length may operate on all roads in NSW.
- (d) B-doubles not exceeding 19 metres in length that have a total combination mass not exceeding 52.5 tonnes may operate on all roads in NSW.
- (e) B-doubles not exceeding 19 metres in length that have a total combination mass exceeding 52.5 tonnes may operate on the routes approved for 19 metre B-doubles over 50 tonnes as shown on the Restricted Access Vehicle maps published on the Roads and Maritime Services website.
- (f) B-doubles exceeding 19 metres in length but not exceeding 23 metres in length may operate on the routes approved for 23 metre B-doubles as shown on the Restricted Access Vehicle maps published on the Roads and Maritime Services website.
- (g) B-doubles exceeding 23 metres in length but not exceeding 26 metres in length may operate on the routes approved for 26 metre B-doubles as shown on the Restricted Access Vehicle maps published on the Roads and Maritime Services website.
- (h) Road trains not exceeding 36.5 metres in length may operate on the routes approved for road trains as shown on the Restricted Access Vehicle maps published on the Roads and Maritime Services website.
- (i) Modular B-triples operating under the Class 2 Modular B-triple Notice 2012 may operate on the routes specified in the Appendix 1 to that Notice.

- (j) B-triples (other than modular B-triples) may operate on routes approved for B-triples operating at General Mass Limits as shown on the B-triple and AB-triple maps published on the Roads and Maritime Services website.
- (k) AB-triples may operate on routes approved for AB-triples operating at General Mass Limits as shown on the B-triple and AB-triple maps published on the Roads and Maritime Services website.

Note. B-triples (other than Modular B-triples) and AB-triples may only operate in NSW if they are enrolled in the Intelligent Access Program. If a vehicle or combination operating under this Order also operates under a specific permit issued by Roads and Maritime Services, the registered operator of that vehicle must contact Roads and Maritimes Services to have the permit updated to reflect the mass limits and operating requirements of this Order.

- 10.3 A vehicle or combination operating under this Order may not operate where prohibited by a load limit specified for a road, bridge or causeway by a sign or notice.
- 10.4 A vehicle or combination operating under this Order must travel by the most practicable direct route from the place or places at which grain is loaded to the first practicable participating grain receiver for the grain type being carried.
- 10.5 A vehicle or combination operating under this Order may only use routes specified in clause 10.2 that are regional and local roads if agreed by the relevant council.
- Note:* Councils that have agreed that vehicles and combinations operating under this Order may use regional and local roads are listed on the Roads and Maritime Services website.
- 10.6 A vehicle or combination operating under this Order is not permitted to enter into the precincts of any port in New South Wales.
- 10.7 A vehicle or combination approved under the Performance Based Standards (PBS) Scheme is not eligible to operate under this Order.

PART 4 – MASS LIMITS

11. Mass limits apply when carrying grain loads

The mass limits set out in this Part apply to vehicles and combinations described in Part 2 of this Order when carrying loads of grain.

12. Total mass limits

- 12.1 The total mass of a vehicle or combination must not exceed the lowest of the following:
- the sum of the axle and axle group mass limits in clause 13; or
 - in the case of a combination, the GCM limit specified by the prime mover manufacturer; or
 - in the case of a combination, the sum of the GVMs for the prime mover and the trailer or trailers it is towing; or
 - in the case of a vehicle, the GVM of the vehicle; or
 - the total mass limit for the vehicle or combination as set out in Table A of this Order, except as provided by clauses 12.2 and 14.

Table A – Total mass limits

<i>VEHICLE/COMBINATION</i>	<i>MASS LIMIT</i>
Rigid truck – 3 axles	23 tonnes
Rigid truck twin steer non-load sharing	27 tonnes
Rigid truck twin steer load sharing	28 tonnes
Prime mover and semi trailer combination – 4 axles	32 tonnes
Prime mover and semi trailer combination – 5 axles	40 tonnes
Prime mover and semi trailer combination – 6 axles	44.63 tonnes
Rigid truck and dog trailer – 5 axles	41 tonnes
Rigid truck and dog trailer – 6 axles	44.63 tonnes
Rigid truck and dog trailer – 7 axles	44.63 tonnes
B-double (up to 19m) – 7 axles	57 tonnes
25/26 metre B-double 9 axles	65.63 tonnes

<i>VEHICLE/COMBINATION</i>	<i>MASS LIMIT</i>
Road Train – 11 axles	83 tonnes
Road Train – 12 axles	86.63 tonnes
B-triple – 12 axles	86.63 tonnes
AB-triple with tandem axle converter dolly – 14 axles	104 tonnes
AB-triple with tri-axle converter dolly – 15 axles	107.63 tonnes

12.2 A combination that includes a prime mover that complies with the Class 3 Single Steer Axle Mass Limit Exemption Notice may exceed total mass limit in Table A by 0.5 tonnes.

12.3 The loaded mass of a dog trailer must not exceed by more than 25% the loaded mass of the towing vehicle.

13. Axle and axle group mass limits

13.1 The mass on an axle or axle group must not exceed the limits set out in Table B of this Order, except as provided for by clauses 13.2, 14 and 15.

Table B – Axle and axle group mass limits

STEER AXLE AND AXLE GROUPS	MASS LIMIT
Single steer axle	6 tonnes
Twin steer axle group (non load sharing)	10 tonnes
Twin steer axle group (load sharing)	11 tonnes
NON-STEER AXLES AND AXLE GROUPS (FITTED WITH DUAL TYRES)	
Single axle	9 tonnes
Tandem axle group	17 tonnes
Tri-axle group (in a prime mover and semi trailer combination)	21.63 tonnes
Tri-axle group (in a 25/26m B-double with 9 axles)	21.32 tonnes
Tri-axle group (in a road train with 11 axles)	21.5 tonnes
Tri-axle group (in a road train with 12 axles)	21.21 tonnes
Tri-axle group (in a B-triple with 12 axles)	21.21 tonnes
Tri-axle group (in an AB-triple with 14 axles)	21.33 tonnes
Tri-axle group (in an AB-triple with 15 axles)	21.16 tonnes

13.2 A prime mover that complies with the Class 3 Single Steer Axle Mass Limit Exemption Notice may exceed the 6 tonnes mass limit for a single steer axle by 0.5 tonne.

14. Increased mass limits for accredited operators

14.1 A B-double not exceeding 26 metres in length that is operated by an operator that holds mass management accreditation under the National Heavy Vehicle Accreditation Scheme, may;

- exceed the total combination mass limit specified in Table A by 0.8 tonne; and
- exceed the tri-axle group mass limit specified in Table B by 0.4 tonne.

14.2 A six-axle prime mover and semi trailer combination not exceeding 19 metres in length that is operated by an operator that holds mass management accreditation under the National Heavy Vehicle Accreditation Scheme, may;

- exceed the total combination mass limit specified in Table A by 0.2 tonne; and
- exceed the tri-axle group mass limit specified in Table B by 0.2 tonne.

15. Floating 0.5 tonne tri-axle mass limit concession

The mass on a tri-axle group of a semi trailer may exceed the limits set out in clause 15 Table B by up to 0.5 tonne, provided that the total mass of the combination does not exceed the applicable total mass limit specified in Clause 12.

16. Mass limits relating to axle spacing

Vehicles or 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 an amount equal to the difference between the axle group mass limits specified in Table 1 of Schedule 1 of the Regulation, and the corresponding axle group mass limits in Table B of this Order.

Note: This clause adjusts the regulated mass limits relating to axle spacing to take into the difference between the regulated axle mass limits and the increased axle mass limits of this Order. For example, for 6 axle prime mover and semi trailer combination, the regulated mass limits related to axle spacing are increased by:

- 0.5 tonne for tandem axle group (the difference between the 16.5 tonnes regulated limit and the 17.0 tonnes limit under this Order); and
- 1.63 tonnes for the tri-axle group (the difference between the 20 tonnes regulated limit and the 21.63 tonnes limit under this Order).

PART 5 – COMPLIANCE

17. Effect of exceeding total mass limits

- 17.1 If a vehicle or combination is assessed by a participating grain receiver as exceeding the total mass limit applicable under this Order by more than 5%, the vehicle, or in the case of a combination, the prime mover of the combination, is not entitled to operate in accordance with this Order for the remainder of that harvest period.
- 17.2 If a vehicle or combination is assessed by a participating grain receiver as exceeding the total mass limit applicable under this Order by up to 5% on three occasions during a harvest period, the vehicle, or in the case of a combination, the prime mover of the combination, is not entitled to operate in accordance with this Order for the remainder of that harvest period.
- 17.3 For the avoidance of doubt, nothing in this Part alters or amends the total mass limits that apply under clause 12 of this Order.

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