



Summary of Industry Submissions to NHVR Review of Grain Harvest Management Schemes

Author: Brittney Ferguson, Viterra on behalf of GTSN

Disclaimer: The information provided in this article is designed to provide helpful information on the subjects discussed. The GTSN cannot be held liable for any inaccuracies or omissions in this article. For more information refer to the reference documents on the NHVR website at <https://www.nhvr.gov.au/consultation/2019/10/18/grain-harvest-management-schemes-review>.

Contents

1. Introduction	2
2. Agforce	2
3. Australian Livestock and Rural Transporter’s Association (ALRTA)	2
4. Bernie Russell – B& V Russell Pty Ltd	3
5. Cargill	3
6. Co-operative Bulk Handling Ltd (CBH Group)	3
7. Damien Crossling – Crossling Contractors Pty Ltd	3
8. Department of State Growth, Tasmania	4
9. Transport and Main Roads (TMR)	4
10. Grain Producers SA Ltd (GPSA)	4
11. Grain Trade Australia Limited (GTA)	4
12. Grain Transport Safety Network (GTSN)	5
13. Graincorp	5
14. Grains GHMS Working Group	5
15. Karen Baines – Broad Acre Farm Safety	5
16. Livestock & Rural Transporters Associations of Victoria (LRTAV)	6
17. Moree Plains Shire Council	6
18. National Road Transport Association – (NatRoad)	6
19. NSW Farmers Association	7
20. Paul Fellows	7
21. South Australian Freight Council (SAFC)	7
22. Swan Hill Rural City Council	8
23. Department of Transport, Victoria	8
24. Victorian Farmers Federation (VFF)	8
25. Viterra	9

1. Introduction

NHVR (National Heavy Vehicle Regulator) is reviewing the current State Grain Harvester Management Schemes (GHMS) and exploring the possibility of creating a National Harvest Mass Management Scheme (NHMMS). The state schemes vary in different allowances for mass and operational conditions.

NHVR's website states that the aim of the review is to facilitate processes that increase cross border ease of access, in order to boost regional industries, growing regional economies and better connect our regions.

NHVR requested submissions from industry to its GHMS Review Issues Paper. Submissions to NHVR closed on Friday, 18th October.

This paper summarises the responses from industry to assist industry participants understand the range of views held.

The summary of submissions are listed below as per the NHVR website. They provide their opinions towards a HMMS and recommendations in response to the GHMS Review Issues Paper.

2. Agforce

Agforce represents the beef, sheep and wool & grain producers in QLD. They support the current QLD GHMS as it is practical and easy to use. Agforce believes that a non-government entity should be involved to encourage good behaviour without the forceful image of the government.

Recommendations:

- A national collaboration doesn't result in any adverse outcomes for any states
- Uniformed mass tolerance % for combination limit and axle limit
- Allow grain to be delivered to most appropriate site and not just the closest
- Allow all commodities to be included
- The scheme to be applied all year round
- Allow receivers to unload "overloaded" vehicles to increase safety to the public
- Consider a forfeit scheme, % overloaded above the HMMS limit is donated to charity

3. Australian Livestock and Rural Transporter's Association (ALRTA)

The ARTLA services the agricultural supply chain and are a federation of six state associations.

Recommendations:

- ARTLA supports HMMS to reduce regulatory complexity and make participation more attractive. However reducing current mass tolerances should not be actioned.
- All heavy vehicles over 4.5t should adhere to a mass tolerance based on the GVM and axel weights unless permitted.
- Both primary producers and commercial carriers should abide by the HMMS.
- A national HMMS is applied to all harvestable commodities
- HMMS scheme should be applied all year round
- Uniformed mass tolerance %, if not applicable ensuring that harmonise tolerances can be lifted to achieve a common status
- NHVR work with state and local jurisdiction to enhance consistency

- Grain can be carried anywhere within the national HMMS coverage providing that the carrier is compliant
- Participants are allowed 5 annual breaches before reassessing participation
- Participants are allowed to re-enter the scheme after a probation period

4. Bernie Russell – B& V Russell Pty Ltd

Bernie Russell complies with the QLD scheme via Agforce and the NSW scheme via RMS. Bernie believes grain receivers understood the concept of GHMS.

Bernie believes that there no incentive to have vehicles that are not fit for travel updated too “road friendly.”

Harvest casuals are expected to record the right mass limit codes, in the code sheet it can be very confusing with many codes with near identical diagrams. Therefore a letter with registration an allowable gross tonnes should be provided for all accredited vehicles.

“GHM’s discourage safer and greener trucks”

5. Cargill

Cargill operates across five states and in support of a harmonised scheme. Cargill represents GTSN, enforcing their focus of zero harm across the supply chain.

6. Co-operative Bulk Handling Ltd (CBH Group)

CBH operates in WA and receives and exports approximately 90% of the annual WA grain harvest. Located in WA, CBH does not comply with the NHVL but has instead developed with the input from growers, industry and the State Government has its own harvest Mass Management scheme (WA HMMS).

Due to the restrictions of weighing facilities in paddocks a margin of error is allowed. If the Heavy Vehicle is overloaded these overloaded tonnes can be “forfeited by the grower and future loads can be adjusted” reducing the problem of serious overloads.

A national scheme would create concerns for WA growers due to the increase in regulatory compliance costs, significant safety and productivity efficiencies.

7. Damien Crossling – Crossling Contractors Pty Ltd

Damien primarily operates in SA (Viterra, Aust Milling Group, AusExport, other storers/ processes / packers) also VIC (GCorp).

It seems in VIC the owners of up to date vehicles are penalise greater than GML old farm trucks. Viterra’s (SA) system where you wait “X” amount of time if overloaded provides good incentive to farmers who are in desperate need to complete harvest as quickly as possible. The 3 strikes and your vehicle is prohibited is restricting as it could be dependent on the driver’s ability to judge the load, this rule increases “underloads.”

Recommendations:

- If there is a national notice then there should be custom exceptions for each state
- A scheme similar to SA would be versatile across all states especially where different weights are allowed

- Heavy loads should be rectified in the subsequent following loads, this would prevent duplicate paperwork
- A separate scheme could be created for companies that are in mass management
- Grain receivers should not be responsible for policing the system but rather aid the deliverer
- COR already applies to the producer the transporter should be held accountable
- Any configuration should be included in the scheme
- It should be applied all year round

8. Department of State Growth, Tasmania

Tasmania has no transport scheme due to its extremely low production. The Department of State Growth will consider involvement in a national harmonised scheme.

9. Transport and Main Roads (TMR)

TMR operates in Queensland.

Recommendations:

- TMR would like a national Agricultural Scheme, however sub- schemes for product specifications
- The % should remain the same, 7.5% gross and 10% on an axle.
- After three minor breaches or one major breach an operator should be removed from the scheme
- TMR support the Charity Bin idea
- The rule of delivery having to be to the 'nearest approved grain receiver' should remain for safety reasons

10. Grain Producers SA Ltd (GPSA)

GPSA represents producers to the government, community and industry. Through implementing strategies and policies they continue to assist in the sustainability of SA grain growing business.

Recommendations:

- Participation by all receivers of grain commodities to prevent competitive pressures
- A 5% tolerance with no requirement for registration in a scheme
- Safety is everyone's responsibility, overloaded vehicles should not return to public roadways
- Penalties should not be imposed through NHVR but rather the regulator
- 3 attempts per paddock per day should be granted
- Loads should be delivered in accordance to the nominated receivers delivery instructions
- Vehicle mass should not be complicated at delivery

11. Grain Trade Australia Limited (GTA)

GTA facilitates trade for the commercial grain industry within Australia.

Recommendations:

- Consider the complexities of the grain supply chain
- Seek to work with the participant groups through workshops and forums

12. Grain Transport Safety Network (GTSN)

GTSN is represented by the following bulk grain handlers and end users, Cargill, Emerald Grain, GCORP, Mauri, Ridley, Viterra and Quattro. Due to working with multiple regulators, GTSN largely supports a harmonised harvest mass management scheme.

Recommendations:

- Everyone must participate and there should be no disadvantage for parties who adhere to the scheme
- A simple HMMS mass limit should apply (5%)
- A heavy vehicle should never be allowed back on the public roads
- NHVR should be the regulator
- All data should be received by a single Administrator
- NHVR should police the punishment to the individual who fails to comply
- Exclude shipping container movements via trucks (these are accurately weighed)
- Annual weighbridge certificates should not be required

13. Graincorp

Graincorp represents GTSN and in conjunction supports the National Harvest Management scheme.

14. Grains GHMS Working Group

A harmonised scheme could potentially increase the efficiencies of the current schemes and boost economic prosperity. Although the working group (Grains Producers Australia, GrainGrowers, AgForce, NSW Farmers, VFF, GPSA) understands the difficulties that on-farm loading face, they do not support intentional overloading loading practices.

Recommendations:

- A simple and consistent national scheme should be introduced
- The harmonisation does not lead to any adverse outcomes for any state
- A 10% GML is allowed
- The scheme should be applied all year round
- Eligible commodities should be defined as “bulk loose agricultural commodities loaded ex-farm”
- All vehicle type configurations should be included
- Delivery should not be restricted to the “nearest recieval site”
- Overloaded vehicles are not rejected from sites
- Overloaded tonnes are forfeited towards a charity
- If the vehicle breaches the scheme then the producer is informed

15. Karen Baines – Broad Acre Farm Safety

If the National scheme is put into practice then all bulk grain carrying vehicles regardless if they are GML, HML or other mass permits should participate.

Recommendations:

- A Mass Tolerance of 5% tolerance is allowed on all vehicles, this would be easier than the current “first 3 loads any given paddock” rule

- Increase the penalty for reoffenders who breach upwards of 5%
- Registration should be both grain transporters and producers
- The scheme should include all bulk commodities
- The scheme is applied all year round
- Delivery should not be restricted to the “nearest receival site”
- Reporting should be weekly during harvest and every 3 months otherwise
- Anyone who delivers grain should be automatically registered

16. Livestock & Rural Transporters Associations of Victoria (LRTAV)

LRTAV represents numerous road transport companies and drivers within regional Victoria. LRTAV endorses a national harmonised scheme as it would prevent cross border compliance.

Recommendation:

- Adapt the scheme so it benefits not only transporters operating without accreditation
- Incentives created for operators to obtain maintenance management
- 3% tolerance for GML, CML or HML/ 5% tolerance for those operating under maintenance management accreditation
- The Scheme should be adopted all year round
- Grain Recieval sites should be held accountable for the reporting
- The SA Grain Carriers Code of Practice offers protection to those who minor breach

17. Moree Plains Shire Council

Moree Plains reluctantly agree to the HMMS as the tolerance was directed for on - farm loading errors. The current design to target only GML vehicles who are not equipped with all safety features should understand that long term this would be detrimental to the safety of other motorists. Through lack of information provided as initially promised the additional funding that could have been gained to manage the condition of “the roads” has been compromised making the ratepayers and residents (15,000) suffer.

Any increase in mass limit tolerances would increase unaffordable maintenance costs for locals councils as 5% of the overall government revenue is the budget given. Due to the safety features that PBS compliant vehicles must adhere it can be concluded that the GHMS should only apply from the farm gate to the receivals depot. MPSC have address safety issues by “limiting speeds on unsealed roads” and “limiting access to dry weather conditions only.” MPSC does not support the increase of tolerances.

Recommendation:

- To put a sunset clause on the state based GHMS concessions, hoping that this will enforce the industry to invest in the latest technology.

18. National Road Transport Association – (NatRoad)

NatRoad is “Australia’s largest national representative road freight transport operators’ association.” They fully support a national harvest mass management scheme.

Recommendations:

- A national scheme should be created based on current performance measures
- The VIC limitation where vehicles manufactured prior to 2002 cannot participate should be abolished, instead the condition of the vehicle should be the decision maker
- A mass limit of 10% should be applied, to ensure no state suffers from the change

19. NSW Farmers Association

NSW Farmers' Association is a member of the National Farmers' Federation and represents approximately one quarter of Australia's total agricultural output in many different commodities.

Recommendation:

- A National Scheme must improve operation, compliance and responsiveness
- The expansion of the scheme needs to include 'farm to farm transport' and 'farm to grain terminus'
- The grower bears the impact of a breach
- All rules and regulations must be publicly accessible to ensure all growers have access to all information
- No registration should be required
- NHVR must be responsible for making the business rules
- No additional costs or complexity should apply
- The National Scheme must be clear and easy to comply with
- All vehicle types should be included
- Real time sharing via a digital platform should be used

20. Paul Fellows

Paul Fellow expresses how it can be difficult to load the grain regardless if you have on – trailer weighers. A 5- 10% tolerances on CML should be introduced.

21. South Australian Freight Council (SAFC)

SAFC communicates all related logistic issues across all modes to all levels of government. HMMS could provide little benefit, however the grain transported across all jurisdictional borders is minor.

SA HMMS works well. SA HMMS understands how different variables can skew the accuracy of results. The 3-paddock rule (even though results could be compromised by not providing the right paddock title) concept works. COR (chain of responsibility) provisions ensure the receivers abide by safety.

Recommendations:

- The tolerance should remain at 5% for combinations under GML, HML, CML to lower the impacts to roads
- Both producers/ grain transporters should be registered
- All vehicle combinations must be included
- Reporting requirements should be minimal as COR provisions aid this
- Enforcement should be up to the regulator
- No overloaded vehicles should be released back onto the public road

- A specific HMMS network should not apply
- Delivery should not be restricted to the “nearest recieval site”
- NHVAS should not be a mass accreditation

22. Swan Hill Rural City Council

SHRC believes that the NHVR should introduce a national scheme to improve cross border harmonisation. Individual state schemes create problems around compliance and enforcement for interstate operators. The productivity is currently compromised from the current systems. A business expansion is perceived too complex.

Recommendations:

- One set of laws should be applied for all vehicles over 4.5t gross vehicle mass
- The level of vehicle access across roads should be consistence across all borders.

23. Department of Transport, Victoria

DoT, VicRoads and Public Transport Victoria amalgamated in 2019 ultimately running a transport network rather than the various systems separately.

Recommendations:

- Newer and safer vehicles in line with Victoria’s Towards Zero Campaign
- A list of commodities should be publicly available to remove any doubt
- NHVR should be the administrator
- Regular Meetings should occur to develop a closer working relationship with bulk handler groups
- A mass limit of 5% should be used nationally
- Both producers and grain transporters should be required to register
- A list of grain receivers participating should be made available to the public to see

24. Victorian Farmers Federation (VFF)

VFF supports a national grain transport scheme. They understand the importance of giving growers a tolerance for in – paddock loading and believe an effective harvest management scheme can improve the overall efficiency and safety.

Recommendations:

- The harmonisation across all jurisdiction does not result in any adverse outcomes
- Remove the Australian Design Rule 80/00 (ADR 80), as it undermines the core intention to provide flexibility of in- paddock loading
- Remove registration requirements
- Delivery should not be restricted to the “nearest recieval site”
- Improve data accuracy through investment of training (many growers were penalised, from incorrect warning notices)

25. Viterra

Viterra operates a 10 million tonne storage capacity and handling network across South Australia and regional Victoria. Strategically through location they provide an efficient, cost effective and reliable supply chain to all users.

Viterra represents GTSN and supports a standardised national scheme due to safety being a core value of their global business. It is evident that GHMS provides not only road safety and protection of the road infrastructure but productivity for grain movements from paddock to silo.

The scheme should be structured to reward industry participants who cohere to regulation as this ensures safety, productivity, consistency and equality for all.