



## HEAVY VEHICLE NATIONAL LAW

### New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2021 (No. 2)

#### 1 Purpose

- (1) This Notice exempts a heavy vehicle to which it applies from stated prescribed mass requirements in Schedule 1 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation and operates in conjunction with the New South Wales Grain Harvest Management Scheme (GHMS).
- (2) This Notice replaces New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2021 (No. 1)

*Note – This Notice replaces the previous edition with the same requirements and conditions.*

#### 2 Authorising provision

- (1) This Notice is made under the following section of the Heavy Vehicle National Law as applied in each participating jurisdiction—
  - a) Section 117: Regulator’s power to exempt category of class 3 heavy vehicles from compliance with mass or dimension requirement.

#### 3 Commencement

This Notice commences on 1 July 2021.

#### 4 Expiry

This Notice expires on 19 September 2022.

#### 5 Title

This Notice may be cited as the New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2021 (No.2).

## 6 Definitions and interpretation

(1) A reference in this Notice to a heavy vehicle includes a reference to the vehicle together with its load except insofar as the context or subject matter otherwise indicates or requires.

(2) In this Notice—

**approved on-board mass unit**, means—

- (a) an on-board mass scale or weighing device, or load cell system capable of accurately measuring vehicle axle gross weights; that is
- (b) approved by Transport Certification Australia.

**General mass limits** means the mass limits set out in Schedule 1 of the National Regulation.

**GCM** means Gross Combination Mass.

**grain** means —

- (a) cereals that are wheat, barley, rice, oats, triticale, sorghum, maize or millets;
- (b) oilseeds that are canola, sunflowers, monola, or safflower; and
- (c) pulses that are chickpeas, faba beans, lupins, mung beans, field peas, soybeans, vetch or lentils.

**participating council**, means a council that has consented for use of an area or regional and local road by a class of vehicle operating under this Notice.

*Note— TfNSW publishes a list of Participating Councils on its website.*

**participating grain receiver**, means a facility that—

- (a) accepts the type of grain being transported; and
- (b) has given an undertaking to TfNSW, including that it has measures in place to—
  - (i) supply data relating to the receipt of grain from heavy vehicles operating under this Notice to TfNSW in a specified timeframe and format; and
  - (ii) communicate with chain of responsibility parties about this data; and
  - (iii) retain evidence of this communication.

*Note— TfNSW publishes a list of Participating Grain Receivers on its website.*

**regional and local road**, means a road for which a council is the road manager.

**HVNL** means the Heavy Vehicle National Law.

**MDL National Regulation** means the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

**prescribed condition** means a condition stated in Part 1 or Part 3 of Schedule 8 of the MDL National Regulation.

**TfNSW** means Transport for New South Wales.

## 7 Application

- (1) This Notice applies in New South Wales.
- (2) This Notice applies to—
  - (a) a heavy vehicle, other than a PBS vehicle, that is—
    - (i) carrying grain to the participating grain receiver for the grain type being carried; and
    - (ii) one of the following—
      - (A) a rigid truck with three or more axles;
      - (B) a rigid truck (with three or more axles) towing a dog trailer with not more than four axles;
      - (C) a prime mover and semitrailer combination that has an overall length not exceeding 19.0m, and not more than 6 axles in total;
      - (D) a B-double that has an overall length not exceeding 19.0m, and not more than 7 axles in total;
      - (E) a B-double that has an overall length not exceeding 26.0m, and 9 axles in total;
      - (F) a road train that has an overall length not exceeding 36.5m, and not more than 12 axles in total;
      - (G) a B-triple that has an overall length not exceeding 36.5 m and consists of a prime mover and three semitrailers, and not more than 12 axles in total; and
      - (H) an AB-triple that has an overall length not exceeding 36.5m and consists of a prime mover and semitrailer combination connected, by a converter dolly, to a B-double trailer set, and that has not more than 15 axles in total.

## **8 Exemption from prescribed mass requirements**

- (1) This Notice exempts an eligible vehicle to which it applies from the following mass limits in Schedule 1 of the MDL National Regulation to the extent provided in this Notice:-
  - (a) Section 2(1)(a)(iv);
  - (b) Section 2(1)(b);
  - (c) Section 2(2);
  - (d) Section 2(4);
  - (e) Section 4; and
  - (f) Sections 5(1), (2) and (3).

## **9 Areas or routes**

- (1) This Notice applies to the areas and eligible Participating Grain Receivers, subject to compliance with any listed conditions applicable to the area or route, as set out in the *NSW Grain Harvest Management Scheme Map*.
- (2) Subject to subsection (3) and any conditions applying to a given network, a heavy vehicle operating under this Notice may operate on the following routes—
  - (a) a rigid truck may operate on all roads.
  - (b) a rigid truck and dog trailer combination not exceeding 19.0m in length may operate on all roads.
  - (c) a prime mover and semitrailer combination not exceeding 19.0m in length may operate on all roads.
  - (d) a B-double not exceeding 19.0m in length that has a GCM not exceeding 52.5t may operate on all roads.
  - (e) a B-double not exceeding 19.0m in length that has a GCM exceeding 52.5t may operate on the routes approved for 19m B-doubles over 50.0t as shown under the heading 'Interactive Restricted Access Vehicle routes' as published by Transport for New South Wales.
  - (f) a B-double exceeding 19.0m in length but not exceeding 23.0m in length may operate on the routes approved for 23m B-doubles as shown under the heading 'Interactive Restricted Access Vehicle routes' as published by Transport for New South Wales.
  - (g) a B-double exceeding 23.0m in length but not exceeding 26.0m in length may operate on the routes approved for 26m B-doubles as shown under the heading 'Interactive Restricted Access Vehicle routes' as published by Transport for New South Wales.

- (h) a Type 1 road train not exceeding 36.5m in length may operate on the routes approved for Type 1 A-double road trains as shown under the heading 'GML Type 1 A-double road train routes' as published by Transport for New South Wales.
- (i) a Modular B-triple may operate on the routes approved for Modular B-triples as shown under the heading 'GML Modular B-triple routes' as published by Transport for New South Wales.
- (j) a B-triple (other than a modular B-triple) may operate on routes approved for B-triples operating at general mass limits as shown under the heading 'GML B-triple routes' as published by Transport for New South Wales.
- (k) a B-triple may operate on routes approved for AB-triples operating at General Mass Limits as shown under the heading 'GML AB-triple routes' as published by Transport for New South Wales.

*Note— the maps and networks specified in this section are published on the Restricted Access Vehicle (RAV) maps and lists page of the Transport for New South Wales website.*

*Note— A B-triple (other than a Modular B-triple) or an AB-triple may only operate in NSW if enrolled in the Intelligent Access Program. If a vehicle or combination operating under this Notice also operates under another permit, the registered operator of that vehicle must contact the permit issuer to have the permit updated to reflect the mass limits and operating requirements of this Notice.*

- (3) A heavy vehicle operating under this Notice may only use an area or route in subsection (2) if the route is identified as being available for use at the relevant time on the *NSW Grain Harvest Management Scheme Map*.

*Note - the NSW Grain Harvest Management Scheme Map, including areas and conditions, are published on the Transport for New South Wales website.*

- (4) A heavy vehicle operating under this Notice is not permitted to enter into the precinct of any port.
- (5) An eligible vehicle accessing a network set out in subsection (1) may also access the *New South Wales Farm Gate Network* as published by Transport for New South Wales if it is enrolled in the following approved intelligent access system pursuant to Chapter 7 of the HVNL:

- a) Road Infrastructure Management (RIM)

*Note - The New South Wales Farm Gate Network is published on the New South Wales Farm Gate Network webpage, published on the TfNSW website. This network includes networks in participating Road Manager areas, including the travel and road conditions that apply on those networks.*

*Approved intelligent transport systems are developed by Transport Certification Australia (TCA) under the National Telematics Framework. Information on the Framework and approved intelligent transport systems may be found on the TCA website*

## **10 Conditions-General**

- (1) A heavy vehicle operating under this Notice on a network set out in section 9 must comply with any conditions of access relevant to a given area, road or structure provided on the corresponding network map.
- (2) A copy of this Notice must be carried in the driving compartment of a heavy vehicle operating under this Notice and must be produced in response to a request by a police officer or an authorised officer.

*Note— This obligation may be satisfied by producing a legible electronic version of this Notice.*

- (3) A heavy vehicle operating under this Notice must travel by the most practicable direct route on which it is authorised to travel under section 9 from the place or places at which grain is loaded to the first practicable participating grain receiver for the grain type being carried.
- (4) In subsection (3), the first practicable participating grain receiver for the grain type is the first participating grain receiver that is able to be used to receive the type of grain being carried by the vehicle.
- (5) The mass limits set out in this Notice apply to the trucks and combinations described in section 7 when loaded with grain.

## **11 Total mass limits condition**

- (1) The maximum loaded mass of a heavy vehicle must not exceed the lowest of the following—
  - (a) the sum of the axle and axle group mass limits in section 14 (Axle and axle group mass limits condition); or
  - (b) in the case of a combination, the GCM limit specified by the prime mover manufacturer; or
  - (c) in the case of a combination, the sum of the GVMs for the prime mover and the trailer or trailers it is towing; or
  - (d) in the case of a truck, the GVM of the vehicle; or
  - (e) the mass limit for the heavy vehicle set out in Table 1 of this Notice, except as provided by—
    - (i) section 12 (Steer axle mass (total mass limit) condition); and
    - (ii) section 16 (Increased mass limits for accredited operators).

**Table 1 - Total mass limits**

<b>Vehicle / Combination</b>	<b>Mass Limit (t)</b>
Rigid truck – 3 or more axles	23.0
Rigid truck twin steer non-load sharing	27.0
Rigid truck twin steer load sharing	28.0
Prime mover and semitrailer combination – 4 axles	32.0
Prime mover and semitrailer combination – 5 axles (3 axle prime mover and 2 axle semitrailer)	40.0
Prime mover and semitrailer combination – 5 axles (2 axle prime mover and 3 axle semitrailer)	36.63
Prime mover and semitrailer combination – 6 axles	44.63
Rigid truck and dog trailer – 5 axles	41.0
Rigid truck and dog trailer – 6 axles	44.63
Rigid truck and dog trailer – 7 axles	44.63
B-double (up to 19m) (General Access Vehicle) – 7 axles	52.5
B-double (up to 19m) (Restricted Access Vehicle) <sup>1</sup> – 7 axles	57.0
25/26m B-double 9 axles	65.63
Road Train – 11 axles	83.0
Road Train (which includes a rigid truck towing two dog trailers up to 36.5m in length) – 11 axles	83.0
Road Train – 12 axles	86.63
Road Train (which includes a rigid truck towing two dog trailers up to 36.5m in length) – 12 axles	83.0
B-triple (including a modular B-triple) – 12 axles	86.63
AB-triple with tandem axle converter dolly – 14 axles	104.0
AB-triple with tri-axle converter dolly – 15 axles	107.63

<sup>1</sup> *Being a B-double mentioned in clause 2 of Schedule 1 (New South Wales) to the National Class 2 Heavy Vehicle B-Double Notice.*

## **12 Steer axle mass (total mass limit) condition**

A complying steer axle vehicle may exceed the mass limit in Table 1 by 0.5t.

## **13 Dog trailer condition**

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

*Note— A heavy vehicle operating under this Notice that is eligible for concessional mass limits in Schedule 2 of the National regulation is not entitled to apply those concessional limits in addition to a mass limit mentioned in this Notice.*

## 14 Axle and axle group mass limits condition

The mass on an axle or axle group must not exceed the limits set out in Table 2 of this Notice, except as provided for by—

- (a) section 15 (Steer axle mass (axle or axle group) condition);
- (b) section 16 (Increased mass limits for accredited operators ); or
- (c) section 17 (Floating 0.5t tri-axle mass limit concession).

**Table 2 - Axle and axle group mass limits**

<b>Steer axle and axle groups</b>	<b>Mass limit (t)</b>
Single steer axle	6.0
Twin steer axle group (non-load-sharing)	10.0
Twin steer axle group (load-sharing)	11.0
<b>Non-steer axles and axle groups (fitted with dual tyres)</b>	
Single axle	9.0
Tandem axle group	17.0
Tri-axle group (in a prime mover and semitrailer combination)	21.63
Tri-axle group (in a 25/26m B-double with 9 axles)	21.32
Tri-axle group (in a road train with 11 axles)	21.5
Tri-axle group (in a road train with 12 axles)	21.21
Tri-axle group (in a B-triple with 12 axles)	21.21
Tri-axle group (in an AB-triple with 14 axles)	21.33
Tri-axle group (in an AB-triple with 15 axles)	21.16

## 15 Steer axle mass (axle or axle group) condition

A complying steer axle vehicle may exceed the 6.0t mass limit for a single steer axle by 0.5t.

## 16 Increased mass limits for accredited operators

- (1) A B-double not exceeding 26.0m in length that is operated by an operator that holds mass management accreditation under the National Heavy Vehicle Accreditation Scheme, may—
  - (a) exceed the GCM limit specified in Table 1 by 0.8t; and
  - (b) exceed the tri-axle group mass limit specified in Table 2 by 0.4t.



- (2) A six-axle prime mover and semitrailer combination not exceeding 19.0m in length that is operated by an operator that holds mass management accreditation under the National Heavy Vehicle Accreditation Scheme, may—
- (a) exceed the GCM mass limit specified in Table 1 by 0.2t; and
  - (b) exceed the tri-axle group mass limit specified in Table 2 by 0.2t.

## **17 Floating 0.5t tri-axle mass limit concession**

The mass on a tri-axle group of a semitrailer may exceed the limits set out in section 14 Table 2 by up to 0.5t, provided that the total mass of the combination does not exceed the applicable total mass limit specified in—

- (a) section 11 (Total mass limits condition); or
- (b) section 12 (Steer axle mass (total mass limit) condition); or
- (c) section 13 (Dog trailer condition).

## **18 Mass limits relating to axle spacing**

A heavy vehicle operating in accordance with this Notice may exceed the mass limits related to axle spacing set out in section 5(1) – (3) and Table 2, 3 or 4 of Schedule 1 to the National Regulation by an amount equal to the difference between the axle group mass limits specified in the relevant table of Schedule 1 of the Regulation, and the corresponding axle group mass limits in Table 2 of this Notice.

*Note—*

This provision adjusts the regulated mass limits relating to axle spacing to take into account the difference between the regulated axle mass limits and the increased axle mass limits of this Notice. For example, for a 6 axle prime mover and semitrailer combination, the regulated mass limits related to axle spacing are increased by—

- a) 0.5t for the tandem axle group (the difference between the 16.5t regulated limit and the 17.0t limit under this Notice); and
- b) 1.63t for the tri-axle group (the difference between the 20t regulated limit and the 21.63t limit under this Notice).

Peter Caprioli  
*Executive Director (Freight and Supply Chain Productivity)*  
**National Heavy Vehicle Regulator**