

## OVERVIEW

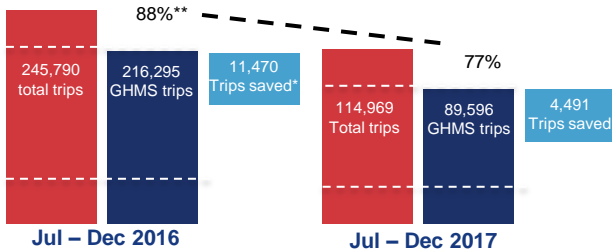
The NSW Grain Harvest Management Scheme (GHMS) promotes the safe and productive movement of grain. It provides up to 5% mass allowance for productivity and minimises the risk associated with the variable conditions of loading trucks at farms. It is designed to minimise heavy vehicle movements, protect roads and to increase productivity and efficiency of the grain industry.

## SCOPE

This report uses data reported to Roads and Maritime Services during the July – December 2017 (winter crop) harvest period from Participating Grain Receivers (PGRs) on all grain loads received during the period. In this reporting period, 47 Local Government Areas (LGAs) participated in the GHMS. The data reported on in the period of July – December 2017 covered PGR sites in 39 LGAs. 23 PGRs participated in the reporting period of July – December 2017.

## HOW MANY TRIPS HAVE BEEN SAVED?

In the July to December 2017 reporting period, **4,491** trips were saved from the NSW GHMS (3.9%). In the July to December 2016 reporting period, 11,470 were saved (4.6%). Please note that the total NSW winter crop harvest (during the period of July to December 2017) was significantly below average compared to previous harvests. The low yield has impacted the following areas of the report: the total harvest size; the total number of deliveries; and consequently the number of trips saved.



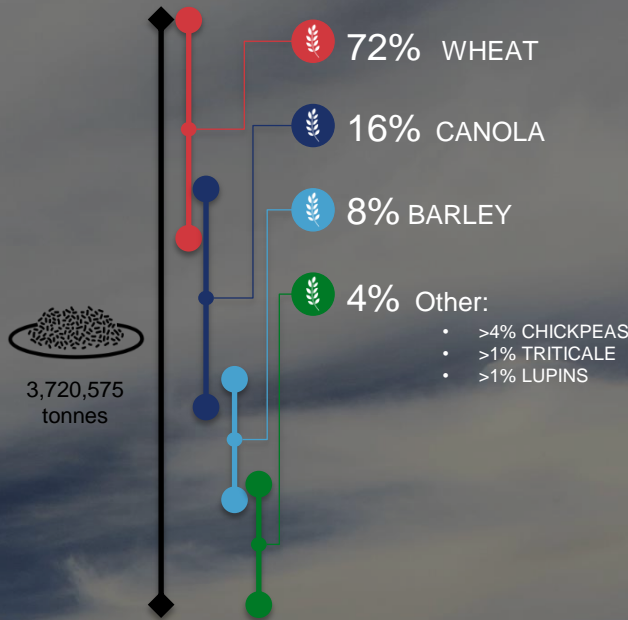
## PROGRESS ON RECOMMENDATIONS

The data and scheme participation by councils and industry 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 National Heavy Vehicle Regulator (NHVR) and Transport for NSW (TfNSW) to implement any further changes.

Currently Roads and Maritime are working with PGRs to simplify data collection processes to improve data accuracy and reporting efficiency. This includes reviewing the current GHMS truck chart and assessing whether it remains fit for reporting purposes. Opportunities are also being examined for adoption of a consistent approach to the management of overmass deliveries to align with Chain of Responsibility requirements under the Heavy Vehicle National Law.

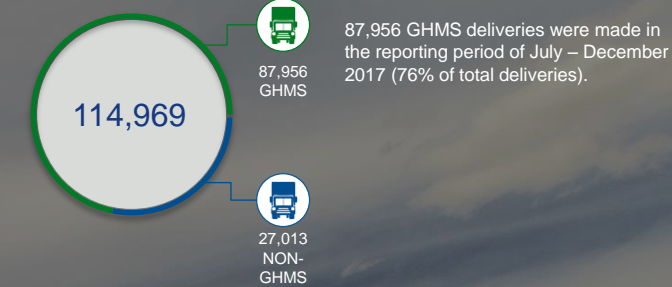
## THE HARVEST

### JULY- DECEMBER 2017 HARVEST

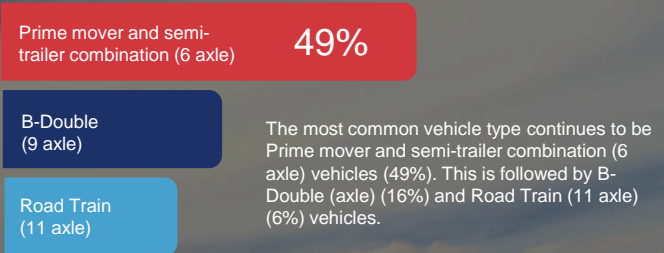


## TRANSPORTATION OF GRAINS

### DELIVERIES MADE

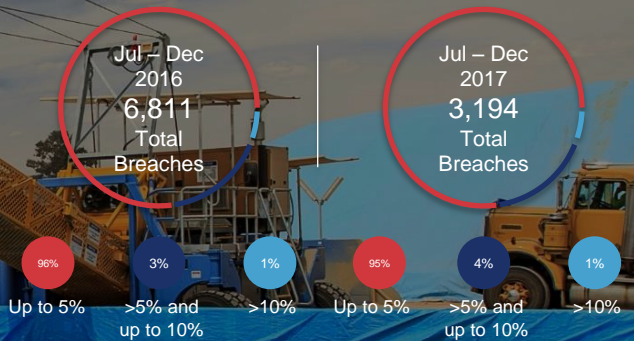


### MOST COMMON VEHICLE TYPE



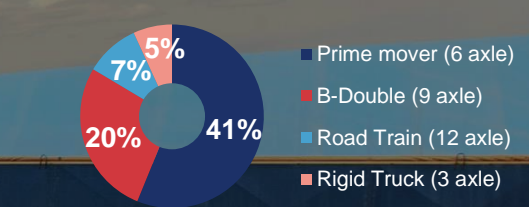
## DELIVERIES + COMPLIANCE

### OVERMASS BREACHES AND PERCENTILE GROUP



Overmass breaches have not changed significant between July to December 2016 (2.77%) and July to December 2017 (2.82%). Breaches by percentile continue to be predominantly in the 0 – 5 % overmass breach range.

### BREACH BY TRUCK TYPE



The breach figures for the reporting period of July – December 2017 show that Prime mover (6 axle) vehicles continue to be the most frequently used vehicles for grain transportation in NSW.