



mainroads
WESTERN AUSTRALIA

Business Rules

Harvest Mass Management Scheme (HMMS)

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1 PURPOSE

The Harvest Mass Management Scheme (HMMS) has been developed to assist the grain industry in meeting their legal obligations under the *Road Traffic (Vehicles) Act 2012*, while also recognising the difficulties loading grain off a paddock.

The HMMS is not a concessional loading scheme. Grain transporters are expected to aim for statutory mass limits when loading their vehicles off a paddock. However, given there are no weighing facilities on the paddocks and there are variations in grain densities, the HMMS allows for a margin of error during the loading process.

With the assistance of the Grain Receiver, the loads can then be adjusted accordingly for the next delivery, which eliminates serious overloads and works toward achieving fully compliant loading practices for the remainder of the harvest season.

These Business Rules define the requirements that apply to each party involved in the HMMS.

2 DEFINITIONS

“Grain Receiver” means a party that accepts grain deliveries, at one or more sites, for the purpose of storage and handling.

“Grower” means any grain grower or grain owner in Western Australia who consigns grain into a storage and handling facility.

“Main Roads” means Main Roads Western Australia.

“Order” means a notice published in the *Government Gazette* under the provision of the *Road Traffic (Vehicles) Act 2012*, providing a mass and / dimension modification.

“Permit” means a permit issued by Main Roads under the provision of the *Road Traffic (Vehicles) Act 2012*, providing a mass and / dimension modification.

“RAV” means Restricted Access Vehicle and is a vehicle that:

- (a) Is a *complying restricted access vehicle* as defined under section 38 of the *Road Traffic (Vehicles) Act 2012*; or
- (b) Is a *class 3 vehicle* as defined under regulation 190 of the *Road Traffic (Vehicles) Regulation 2014*.

“Transport Inspector” means an officer employed by Main Roads WA and authorised as a Warden to perform enforcement functions under the relevant road laws.

“Transport Operator” means the person owning and/or controlling the use of any vehicle registered with a Grain Receiver to participate under the HMMS.

“Vehicle” means a motor vehicle, trailer or combination.

3 KEY ROLES & RESPONSIBILITIES

3.1 Main Roads

Main Roads is responsible for processing applications from Grain Receivers applying to participate in the HMMS and publishing the Order (via the Government Gazette) formalising the establishment of the scheme for each grain harvest season.

3.2 Grain Receivers

Grain Receivers wishing to participate in the HMMS shall enter into an agreement with Main Roads, giving a commitment to meet all of the requirements outlined in the HMMS Business Rules.

Participating Grain Receivers are responsible for ensuring each load accepted into their facility complies with the HMMS requirements during the harvest season. Participating Grain Receivers are required to have operating procedures in line with the HMMS Business Rules and specific to their grain receipt operation.

Participating Grain Receivers will maintain HMMS records in an auditable format and make them available to Main Roads on request.

Records of grain forfeited by Growers will be maintained by the Grain Receiver. Once harvest season deliveries have ceased, the forfeited grain will be sold by the Grain Receiver. All proceeds from the sale of forfeited grain will be distributed to a charitable cause nominated by the Grain Receiver.

Grain Receivers participating in the HMMS are required to provide the data collected during the harvest season to Main Roads as requested and provide a report on the outcomes and effectiveness of the scheme at the end of the harvest season period.

3.3 Transport Operators

Transport Operators electing to participate in the HMMS are required to register in the scheme with each participating Grain Receiver they deliver to. Transport Operators must be registered prior to any load being accepted by a participating Grain Receiver.

Applications by Transport Operators to register a motor vehicle for use under the HMMS shall be submitted directly to the participating Grain Receiver to whom deliveries will be made (Main Roads does not administer this process). Application forms will be provided by the participating Grain Receiver.

Transport Operators must sign a written agreement stating they will abide by the HMMS Business Rules and any additional rules the participating Grain Receiver may have in place to ensure compliance with the Business Rules.

When operating under the HMMS, drivers will be required to carry evidence the vehicle is registered with a Grain Receiver and carry a copy of the HMMS order, as published in the Government Gazette. The documentation must be produced to a Transport Inspector or Police Officer on request.

If the vehicle is a RAV, the vehicle must be operated in accordance with a valid *Permit* or *Order*.

Note: The purpose of the HMMS is to control unintentional overloads occurring when loading out of a paddock. This is not a concessional loading scheme; therefore Transport Operators must ensure every effort is made to conform to the statutory mass requirements applicable to the vehicle.

Transport Operators cannot participate in the HMMS if they are operating under the Accredited Mass Management Scheme (AMMS) and their loading controls are relevant to the loading site they are transporting grain from.

4 ELIGIBILITY TO PARTICIPATE IN HMMS

The HMMS only applies to a vehicle loaded with grain from a paddock and transporting the grain directly to a participating Grain Receiver accepting the particular type of grain, during the harvest season period detailed on the HMMS Order.

5 HMMS MASS ALLOWANCE

While the aim is to load the vehicle to within the statutory mass requirements, the HMMS allows a vehicle to exceed a statutory mass requirement by up to 10%, to a maximum of 10 tonnes on the gross mass, subject to the vehicle manufacturer's ratings.

6 SPECIAL ROAD ACCESS DURING HARVEST

6.1 Access Approval

During the harvest season period detailed on the HMMS Order, a RAV may be driven on any road, provided:

- a) The road/s are being used to transport grain from a paddock to a participating Grain Receiver, or used to return to a paddock after delivering grain to a participating Grain Receiver;
- b) The road/s are the most direct route from the paddock to the nearest road approved for RAV Network access ;
- c) The RAV combination is not a higher RAV Category than the nearest RAV Network; and
- d) The driver complies with the conditions specified in subclauses 6.2 to 6.7.

6.2 Road Width and Geometry Conditions

A RAV uses a road width greater than the width of the vehicle itself when travelling in a straight line. Factors such as road cross fall, uneven road surface, bends in the road and the travel speed greatly influence the road width required for the RAV combination. The road width requirements stipulated in the *Route Assessment Guidelines*, available on the RAV Network Access page on the Main Roads website, takes all these factors into account and provides appropriate safety margins.



In order to mitigate any risks associated with driving a RAV on a road that has not been assessed for sufficient width and approved for RAV access, an amber flashing warning light must be displayed on the prime mover and the driver must not drive at a speed exceeding 40km/h.

6.3 Gradient Conditions

A RAV has a higher gross mass compared to an as-of-right vehicle, therefore is at a higher risk of losing traction or stalling when ascending a steep gradient and has an increased stopping distance and risk of brake failure when descending a steep gradient. The maximum safe gradients for RAV Networks are stipulated in the *Route Assessment Guidelines*, available on the RAV Network Access page on the Main Roads website.



In order to mitigate any risks associated with driving a RAV on a road that has not been assessed for steep gradients and approved for RAV access, the driver must exercise special attention to selecting a low gear, maintaining a safe speed and ensuring auxiliary braking systems are utilised effectively.

6.4 Stacking Distance Conditions

The available stacking distance between a rail crossing and an adjacent intersection needs to be greater than the length of the vehicle combination to prevent the rear of the vehicle encroaching over the rail line when stopped at the intersection, or encroaching into the intersection when stopped at the rail crossing. The required stacking distances for RAV Networks, including the safety clearances, are stipulated in the *Route Assessment Guidelines*, available on the RAV Network Access page on the Main Roads website.



The driver must survey the route prior to ascertain all risk prior travel, and must not drive across any rail crossing that does not have sufficient stacking distance.

6.5 Sight Distance Conditions

A RAV takes longer to accelerate and make a turning manoeuvre than an as-of-right vehicle, therefore requires additional sight distance to observe approaching vehicles, decide to proceed and safely complete the turning movement. The appropriate sight distances for RAV Networks are stipulated in the *Route Assessment Guidelines*, available on the RAV Network Access page on the Main Roads website.



Prior to turning into a road, the driver must ensure there is sufficient sight distance to enable the RAV to fully complete the turning movement safely before any approaching vehicles reach the intersection, taking into account the speed of approaching vehicles. If the driver is unsure, a “spotter” should be used to watch for approaching vehicles.

6.6 Swept Path Conditions

If the swept path at an intersection is inadequate, this may result in the RAV crossing solid white line markings, interfering with other traffic, or damaging road side infrastructure. Crossing solid white line markings is an offence under the Road Traffic Code 2000. Turning templates of RAV combinations are available on the RAV Network Access page on the Main Roads website.



The driver must ensure the RAV can safely turn at all intersections without risk of interfering with other traffic or road side infrastructure.

6.7 Bridge Conditions

There is a potential for bridges to be present on the roads in question and a RAV could cause damage to these bridges. Access to roads with bridges will require individual assessment.



The driver must not drive over any bridge without approval from Main Roads. If a bridge is present on the road, the driver or operator must contact Main Roads to arrange for a bridge assessment.

6.8 Assistance with Determining Route Suitability

If the driver or operator has any doubt if a route is suitable or is unsure of how to interpret or apply the aforementioned conditions, they should refer to the *Route Assessment Guidelines*.

Route Assessment Guidelines are available on the following link:

<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/ravnetworkaccess/Pages/default.aspx>

If assistance is required with interpreting the *Route Assessment Guidelines*, Main Roads Heavy Vehicle Services can be contacted via 138 486 or hvs@mainroads.wa.gov.au

7 SANCTIONS AND COMPLIANCE ACTION

7.1 Load Rejection

The HMMS is modelled on a “load rejection” concept. In the event of a load being presented to a Grain Receiver exceeding the HMMS mass allowance, the onus will be on the Transport Operator to take corrective action so the load complies with the HMMS, prior to the Grain Receiver accepting the load.

Available options for corrective action under the HMMS are:

- a) Correct the load and re-present the vehicle to the grain receiver; or
- b) Forfeit the amount of grain in excess of the HMMS mass allowance.

7.2 Non-Compliant Loads

If a vehicle exceeds the 10% allowance, it is deemed a non-compliant load.

The non-compliant load must be recorded by the Grain Receiver in an auditable format. If five (5) non-compliant loads are recorded against a vehicle during the same harvest season period, the vehicle will be suspended from the HMMS by the Grain Receiver for the remainder of the harvest season period.

The Grain Receiver shall notify Main Roads immediately when a vehicle is suspended from the HMMS.

If Main Roads identifies five (5) or more non-compliant loads have been recorded against a vehicle, Main Roads will notify all Grain Receivers accordingly. All Grain Receivers shall remove the vehicle from the HMMS, within 24 hours of receiving the notification, for the remainder of the harvest season period.

Notwithstanding the provisions of the HMMS, Main Roads may pursue further enforcement action in regards to any axle group overloads above the 10% allowance and deemed to have an adverse impact on road safety or road assets.

7.3 Suspected Misuse of HMMS

Should a Transport Operator present a vehicle to a Grain Receiver and the vehicle exceeds statutory mass requirements, but does not exceed the 10% allowance provided under the HMMS, the Grain Receiver must immediately notify the driver of the vehicle and the associated Transport Operator registered under the HMMS.

The Grain Receiver and Main Roads will monitor this data and if a vehicle has delivered 10 or more loads during the harvest season period and more than 20% are exceeding statutory mass limits by more than 7%, Main Roads may exclude the vehicle from the HMMS during the following year.

Prior to Main Roads excluding a vehicle from HMMS, the Transport Operator will be given an opportunity to show cause and demonstrate what corrective actions have been implemented to prevent a repeat of this alleged misuse of the HMMS.

8 HMMS ADMINISTRATIVE REQUIREMENTS

8.1 Non-Compliant Load Data

The Grain Receiver must provide non-compliant load data to Main Roads every 2nd Friday by 4:30pm. The data must include all loads received up to the close of business the previous day.

8.2 Grain Receiver Procedures

The Grain Receiver participating in the HMMS must establish operating procedures specific to their site to ensure compliance with the HMMS Business Rules. Grain Receivers shall provide these operating procedures to Transport Operators when they register to participate in the HMMS.

The operating procedures should include:

- The registration process for Transport Operators;
- The process for determining the allowable mass on a vehicle;
- The process for recording load data;
- The process for monitoring and identifying non-complaint loads;
- The process for dealing with non-compliant loads;
- The process for warning Transport Operators suspected of misusing HMMS;
- The process for providing the required data to Main Roads.

8.3 End of Season Report

The Grain Receiver must provide a report at the end of each harvest season period showing how effective HMMS has been for the particular season and to allow Main Roads to take appropriate action for any suspected misuse of the scheme.

The report shall be in a spreadsheet format and include the following detail for each load:

- Vehicle registration numbers;
- Name of Transport Operator;
- Vehicle combination type;
- The allowable mass for the vehicle;
- The actual mass of the vehicle;
- Number of non-compliant loads for each Transport Operator;

The report shall provide a summary of:

- The total number of deliveries;
- The total tonnage delivered;
- The total number of rejected loads;
- The total tonnage of rejected loads;
- The total tonnage of forfeited grain;
- The total number of non-compliant loads;
- The total number of loads exceeding 7% of statutory mass requirements;
- The number of sites used and the non-compliance rate for each site.

8.4 Forms and Documentation

The Grain Receiver shall develop relevant forms and documentation to suit their particular operational requirements, ensuring sufficient information is captured to address all of the requirements outlined in the HMMS Business Rules.