GRAINS HARVEST MANAGEMENT SCHEME
TABLE OF GROSS SCHEME MASS LIMITS

Vehicles are provided a maximum GHMS flexibility indicated but must not exceed Manufacturer’s Mass limits.

RIGID TRUCK

<table>
<thead>
<tr>
<th>GHMS Mass Limit</th>
<th>Regulation Mass Limit</th>
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<tbody>
<tr>
<td>16.0T</td>
<td>15.0T</td>
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<tr>
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PRIME MOVER AND SEMI TRAILER

<table>
<thead>
<tr>
<th>GHMS Mass Limit</th>
<th>Regulation Mass Limit</th>
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<tbody>
<tr>
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PRIME MOVER AND SEMI TRAILER

<table>
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GRAIN HARVEST MANAGEMENT SCHEME

Introduction
The Grain Harvest Management Scheme (the Scheme) recognises the difficulty of in-field loading of heavy vehicles relating to a bulk commodity such as grain, oil seed and pulses with varying moisture contents and densities, to within an accurate weight tolerance.

The Scheme is designed to alleviate some of these uncertainties by allowing Scheme participants to take advantage of certain “flexibilities” set above normal regulation mass limits.

The Scheme will operate on a year to year basis, being **1 July to 30 June**. The Scheme is designed to benefit the grain industry, the community and the road transport industry.

Overall, the intent of the Scheme is to allow for an efficient grain harvest and to protect the road infrastructure network through eliminating gross overloading by appropriate administrative procedures and compliance activities.

Participation is not restricted to farmers and is open to anyone making heavy vehicle deliveries during harvest to an Approved Scheme Receival points.

Scheme mass limits
Heavy vehicles operating under the Scheme are to be loaded according to regulation mass limit wherever possible, but will not incur a penalty provided that they operate within the following scheme mass limits:

- **7.5% maximum flexibility** on regulation gross mass for the particular vehicle combination.
- **10% maximum flexibility** on regulation axle/axle group masses.

Note: Vehicles with manufacturer’s ratings greater than the registered/regulation masses, but less than the permitted gross Scheme masses, and/or axle scheme masses are permitted up to manufacturer’s limits only.

Table of truck configurations, code numbers and permitted mass limits can be found inside the front and back covers and on the AgForce website (www.agforceqld.org.au > Our Policies > Grains > GHMS).

Vehicle codes and gross Scheme mass flexibility for the most common vehicle configurations are detailed on the inside front and back cover. If a vehicle configuration is NOT shown in the table, refer to the AgForce website (www.agforceqld.org.au > Our Policies > Grains > GHMS) for a full list, or contact AgForce for advice 07 3236 3100.

Generally, this Scheme allows participating vehicle combinations a mass maximum flexibility of up to 7.5% over their vehicles’ registered gross vehicle mass (provided manufacturer’s ratings are not exceeded) when delivering grains, oil seed and pulses direct from the farm to the nearest practicable participating receiver during harvest. However, Scheme weights do not apply unless the receiving point is an approved Scheme participant registered with the Department of Transport and Main Roads.

Note: Performance Based Standard (PBS) vehicles are governed by a PBS permit and are not entitled to the Scheme mass limit flexibilities. PBS permits must be carried and produced at the time of delivery to an Approved Scheme Receiver so as the weighbridge operator understands the mass limits governed by the PBS permit.
Why do we need a Grain Harvest Management Scheme?
If we are to protect our road network at a level that will allow us to maintain reasonable access by rural people for economic development and social needs, then the problem of overloading heavy vehicles has to be minimised through positive action by such joint group initiatives as the ‘Grain Harvest Management Scheme’.

A clear example of the increased damage overloading causes to the pavement is illustrated by the case of a single drive bogie trailer configuration carrying 6.5 tonne over its legal limit. The vehicle is 20% overloaded yet it is producing twice the damage that a legally loaded vehicle would have done. The same vehicle overloaded by 10 tonne or 32% produces three times the damage.

It should also be noted that in the case of a single axle rigid truck when overloaded by five tonne will produce more road damage than that of a legally loaded type one road train.

Who administers the Scheme and what is AgForce’s involvement?
The Department of Transport and Main Roads, Approved Scheme Receivers and AgForce are all involved at various levels in the management, administration and operation of the Scheme.

As a service to the industry, AgForce continues to support the Scheme through the administration and co-ordination of the following aspects of the Scheme’s operation of
• membership applications and renewals
• removal of non-complying participants
• provision of current regulation and scheme mass limits and
• administrative duties associated with the above tasks.

AgForce will also supply information to participants who are unaware of their registered gross vehicle, or regulation/scheme mass limits or regulation axle/axle group ratings. Operators unsure of their vehicles registered gross vehicle mass or regulation axle/axle group mass ratings should contact AgForce for advice.

Note: AgForce will only be passing on mass limit or group rating information prepared by the relevant authority, and has no role in its preparation. While AgForce will use its best endeavours to ensure that the information provided is current and accurate, it takes no responsibility for any loss suffered by participants or third parties as a result of supplying information that may be out dated or incorrect.

AgForce can also remove any vehicle from the Scheme if the participant is not complying with the Scheme’s rules.

How do I join the Grain Harvest Management Scheme?
Growers, contractors and transport operators wishing to participate in the Scheme will need to make an application to AgForce to begin the accreditation process. This will involve the study of the information booklet. After reading the booklet and answering the attached questions, these must be forwarded to AgForce for checking. Correct answers will prove that you have a good understanding of the intent and desired outcomes of the Scheme.

Following the successful completion of this process and payment of an annual Scheme membership fee of $99.00 (inc. GST) to AgForce Queensland, individually numbered Scheme membership and identification stickers will be sent to you for attachment to your vehicle. The cost of being a participant will be covered by a levy to all members of the Scheme.

Note: Financial members of AgForce Queensland will receive a rebate of this fee against next year’s AgForce membership subscription.
What are the benefits of joining the Scheme?
The primary benefit of membership with the Scheme is the ability of scheme vehicles to take advantage of the following maximum scheme flexibilities when in-field loading:

- Flexibility up to 7.5% above the registered gross mass for a vehicle or vehicle combination.
- Axle/axle group flexibilities up to 10% above regulation axle/axle group masses.

*NOTE: Under no circumstances are the manufacturer’s vehicle ratings to be exceeded. These ratings include gross vehicle/combination mass, steering ratings, braking capacity, suspension and tyre ratings.*

What are the conditions for participation in the Scheme?
All participants operating under the Scheme are responsible for ensuring compliance with the following conditions:

- Their vehicle’s Scheme mass maximum flexibility is not exceeded.
- That Scheme flexibilities apply only when a participant’s vehicle is carrying grain, oilseeds or pulses direct from the farm to the nearest practicable participating receiver during harvest.
- Deliveries to the Brisbane metropolitan area are not covered under the Scheme, unless the port is the natural depot for that delivery.

  For example:
  - Beaudesert, Lockyer Valley – Port of Brisbane
  - Nebo, Waitara – Port of Mackay.

- That all vehicles are registered with AgForce.
- Participants attach the Scheme individually numbered door stickers *permanently to each door* and maintain the sticker in a readily visible position. The sticker is not to be attached using any temporary adhesive.
- Participants must also attach the Scheme windscreen sticker for the correct year.
- All out dated Scheme stickers are to be removed from participating vehicles
- Participants are to carry an Overload Record Card of the same colour as the windscreen sticker with the same number as the Scheme participation sticker displayed on the vehicle.
- That the Overload Record Card is produced on request by a Transport Inspector.
- Owners and drivers must comply with all other heavy vehicle transport law including operating standards such as fatigue management, mechanical safety standards, road access restrictions, registration and licensing requirements.

Participants are also responsible for ensuring that:

- They are aware of the manufacturer’s gross vehicle mass or gross combination mass limit;
- The loading and operating of their vehicles complies with all relevant laws and regulations, as well as the rules of the Scheme itself.

Delivery past ‘nearest Approved Scheme Receiver’
The ‘nearest Approved Scheme Receiver’ means the closest depot that is accepting the grain you are delivering relating to the same identity that is purchasing or has contracted the grain. There are some circumstances where delivery to the nearest physical Approved Scheme Receiver for the same purchasing or contracting identity is not applicable, and Scheme vehicles may go past one or more Approved Receivers.

Approval will not be required if the closest depot is full and you need to deliver to another depot, or if the closest site is only receiving wheat and you are delivering barley.

The following are some examples of where approval must be obtained from the Department of Transport and Main Roads prior to delivery.

For example is that it does not mean grain can be delivered (using the Scheme) to GrainCorp Thallon because Thallon is offering a better price if GrainCorp Tallwood is closer. In this instance Scheme mass limits would not apply.
A further example could be if grain is being delivered under contract from the Goondiwindi area to a feedlot in Kingaroy and the contracting identity has another feedlot in Millmerran. Prior approval would need to be obtained to deliver grain to Kingaroy utilising the Scheme mass limits (that is, past the Millmerran feedlot which is physically closer and owned by the same identity). In this instance Scheme mass limits would not apply without prior approval.

**Approval process for delivering past the nearest Approved Scheme Receiver**

Under the Scheme with the following conditions:

- The Department of Transport and Main Roads must be notified prior to the journey by completing the form on page 16 of this booklet or on the AgForce website and faxing or emailing to the number and address on the form. The Department of Transport and Main Roads will acknowledged and confirm receipt of notification by signing the form and faxing/emailing it back.
- The approval must be carried by the driver for the entire journey and be produced if asked by the Transport Inspectors.
- Scheme conditions and all other road rules including Chain of Responsibility obligations apply as normal.

Operators of vehicles that do not comply with the above conditions and are found to have exceeded Scheme flexibility variation limits will be treated as non-participants in the Scheme and subject to normal breach action.

The requirement to display a current Scheme sticker and produce an Overload Record Card when intercepted on road will be enforced. If the operator is awaiting receipt of a new Scheme sticker and Overload Record Card, a document indicating registration approval and the Scheme sticker number must be produced to the Transport Inspectors upon request. This document is only valid for 10 days after its date of issue.

If an Overload Record Card is not produced, a report will be submitted by the Transport Inspectors for follow up action, which may lead to the vehicle being removed from the Scheme.

**Participation by Approved Scheme Receivers**

Scheme flexibilities do not apply unless the receiving point is a Scheme participant registered and approved by the Department of Transport and Main Roads and during harvest is the nearest practicable participating receiver direct from the farm.

Each receiver must weigh all vehicles participating in the Scheme at the point of delivery and be capable of compiling reports on all vehicles operating in the Scheme. For information relating to receivers’ responsibilities, contact the Department of Transport and Main Roads on (07) 4617 6330.

**Where do Approved Scheme Receivers fit into the Scheme?**

Approved Scheme Receivers have agreed to work with the Department of Transport and Main Roads, and AgForce, who are the administrators of the Scheme, to ensure its viability and success.

While an Approved Scheme Receiver derives no economic benefit from the Scheme, its participation supports community and grower interests. The aim of the Scheme is to provide efficiency and flexibility within the grain industry while recognising the difficulties of accurate in-field loading of bulk grain and the need to ensure the road network is protected.

Approved Scheme receivers will not accept deliveries in excess of Scheme or regulation gross masses.

Approved Scheme Receivers will record at its weighbridges appropriate information on all over Scheme deliveries by Scheme vehicles and over regulation mass deliveries for non-scheme vehicles.

Records will then be forwarded to the Department of Transport and Main Roads and AgForce for review and appropriate action.
Note: Should growers have any issues or concerns with the Scheme and its operation they should contact their local AgForce representative, not Registered Receivers’ weighbridge staff.

An Approved Scheme Receivers will also not accept a delivery if the vehicle is out of a recognisable configuration. Therefore if the vehicle configuration does not match a picture in the ‘Vehicle Configuration Guide’ for a specified code, then the vehicle is to be rejected as the vehicle does not exist under the Scheme.

**Vehicles reported exceeding the Scheme mass limits from Approved Scheme Receiver records**

Vehicles found consistently exceeding scheme mass limits from reports provided by receivers to the Department of Transport and Main Roads, and AgForce will be sent an official warning letter by AgForce. The warning letter will remind the vehicle owner or operator of their community responsibilities as a road user, the cost to repair road damage being caused, and that due to their abuse of the Scheme that particular vehicle may be subject to further compliance and enforcement action by Transport Inspectors.

If further reports show that a vehicle is still overloading at any Approved Scheme Receival depots after AgForce has issued a warning letter, the participant will be issued a “Show Cause Notice” by the Department of Transport and Main Roads. This notice will ask the participant to show cause as to why they should remain in the Scheme. If the Department of Transport and Main Roads do not receive a satisfactory explanation the participant maybe removed from the Scheme for the remained of the Scheme year.

**Rejected Vehicles at an Approved Scheme Receiver**

If a vehicle is rejected for overloading at an Approved Scheme Receiver, the Department of Transport and Main Roads will be notified immediately by the receiver, and the vehicle owner may be issued with a “Show Cause Notice” requesting why they should not be removed from the Scheme.

If the Department of Transport and Main Roads do not receive a satisfactory explanation they may choose to remove the participant from the Scheme for the remained of the Scheme year.

Receivers will also immediately notify the owner of the grain to advise the load has been rejected.

**Removal from the Scheme**

When the Department of Transport and Main Roads removes a vehicle from the Scheme, the operator will be formally advised by letter that the particular vehicle has been removed from participating in the Scheme and the effective date of removal. A copy of this letter will be forwarded to AgForce for de-registration action.

Any participant removed from the Scheme must return any Scheme identification stickers and Overload Record Card to the Department of Transport and Main Roads.

*Note: Following removal from the Scheme, operators will not be allowed to re-enter the Scheme until the next Scheme period, i.e. the next 1 July.*

**Department of Transport and Main Roads visits to Approved Scheme Receivers sites**

Approved Scheme Receivers have agreed to allow the Department of Transport and Main Roads officers to access their sites in order to undertake an audit or educate their staff and discuss any issues associated with the Scheme so there is a consistent application across all areas. This will also allow improvement ideas to be discussed directly with Department of Transport and Main Roads.

It should be noted the Transport Inspectors already have the right to access Approved Scheme Receiver sites under the Transport Operations (Road Use Management) Legislation if they believe offences have taken place.
**Roadside compliance and enforcement checks by Transport Inspectors**

Normal roadside compliance and enforcement powers of Transport Inspectors will be unchanged. However, unless the Scheme is being abused, participating vehicles will not generally be subject to roadside weight checks during harvest time.

**Sanctions and enforcement actions under the Scheme**

The following table shows the Department of Transport and Main Roads enforcement action that will be applied for overloading through roadside compliance measures.

<table>
<thead>
<tr>
<th>Gross Vehicle Mass Limits</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 7.5% over regulation gross mass limits.</td>
<td>No penalty provided manufacturer’s limits are not exceeded.</td>
</tr>
<tr>
<td>Greater than 7.5% but less than 15% over regulation gross mass limits.</td>
<td>Breach action, but on the third breach of this category within a Scheme year, the vehicle will be removed from the Scheme.</td>
</tr>
<tr>
<td>Greater than 15% over regulation gross mass limits.</td>
<td>Breached and vehicle removed from the Scheme.</td>
</tr>
<tr>
<td>Greater than 20% over regulation gross mass limits.</td>
<td>Breached and vehicle removed from the Scheme. The vehicle will also be prohibited from moving until adjusted loading to applicable concession limits.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Axle Mass Limits</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 10% over regulation axle mass limits.</td>
<td>No penalty provided manufacturer’s limits are not exceeded.</td>
</tr>
<tr>
<td>Greater than 10% but less than 20% over regulation axle mass limits.</td>
<td>Warned twice, but on the third warning of this category within a Scheme year then breach action will apply.</td>
</tr>
<tr>
<td>Greater than 20% over regulation axle mass limits.</td>
<td>Breached and vehicle will also be prohibited from moving until adjusted loading to applicable concession limits.</td>
</tr>
</tbody>
</table>

*Note: Under no circumstances is the manufacturer’s limit to be exceeded.*

**Exceeding 7.5% gross vehicle Scheme mass**

Vehicles found roadside by Transport Inspectors exceeding applicable Scheme mass limit will be breached and have their Overload Record Card marked by perforating the appropriate box on the card. Vehicles are allowed two breaches for exceeding Gross Scheme mass limits within a Scheme year (i.e. 1 July - 30 June) without being removed from the Scheme.

Vehicles found exceeding the applicable scheme mass limit three (3) times, i.e. have their overload card perforated three (3) times within a Scheme year will be removed from the Scheme immediately. Transport Inspectors will remove the Scheme stickers and seize the Overload Record Card.

**Vehicles found grossly exceeding the Scheme mass flexibility**

For Scheme vehicles, “grossly exceeding” is defined as exceeding the regulation gross mass limits by more than 15%. Any vehicle found above this limit will be breached for exceeding Scheme limits and removed from the Scheme immediately. Transport Inspectors will remove the Scheme stickers and seize the Overload Record Card.
**Exceeding axle Scheme mass limits**
Vehicles found exceeding regulation axle mass limits by up to 20% but are within their gross vehicle Scheme mass limit will be granted two warnings within a Scheme year (1 July - 30 June).

These vehicles will have the Overload Record Card marked by perforating the appropriate box on the card. Any additional breaches of axle Scheme mass limits will be subject to normal breach action and penalties, however, axle breaches are not counted for the purposes of removal from participating in the Scheme.

Scheme vehicles exceeding 20% above regulation axle mass limits will be automatically breached for the offence.

**Grounding rules**
Gross Vehicle Mass – Vehicles found exceeding regulation gross vehicle mass by 20% or more will be grounded until the load is reduced to comply with Scheme mass limits.

Transport Inspectors will automatically remove from the Scheme grounded vehicles relating to Gross Vehicle Mass.

Axle Mass – Vehicles found exceeding regulation axle mass by 20% or more will be grounded until the load is reduced or adjusted to comply with Scheme mass limits.

**Overload Record Card**
Each vehicle in the Scheme will be issued an Overload Record Card, which the driver must produce on demand to Transport Inspectors if requested. If the card is not produced a report will be submitted which may result in the vehicle being removed from the Scheme. A record of breaches and warnings issued in the 12 month period will be kept by perforating the Overload Record Card in the appropriate box.

**Drivers refusing to weigh vehicles**
Where the driver of a vehicle participating in the Scheme fails to comply with a direction by Transport Inspectors to allow the vehicle to be weighed, the vehicle will be removed from the Scheme immediately. The Transport Inspectors will remove the Scheme stickers and seize the Overload Record Card. In addition, the vehicle will be subject to normal breach action for refusing to weigh.

**Other legislative requirements**
Although Scheme vehicles will not be targeted to the extent of non-participating vehicles with regards to mass, all vehicles are still subject to normal compliance and enforcement action with regards to other legislative requirements.

**Fatigue Management**
Heavy vehicle drivers and vehicle owners must comply with legislated fatigue management obligations while operating under the Scheme.

Vehicle owners must be able to produce driving records for drivers claiming local area exemption from completing a work diary. That is, while working within the 200km limit of the driver’s base.

Drivers of vehicles where the driver’s base is not the registered garaging address of the vehicle may be exempted from the requirement to complete a work diary provided:
(a) the owner keeps and maintains driving records
(b) the driver carries a work diary with the base address shown therein.

**Certificate of Inspection**
All vehicles must be in a roadworthy condition and be covered under a current Certificate of Inspection.
Registration
All vehicles must be currently registered for the appropriate registration category and correctly insured.

Performance Guidelines
Drivers of vehicles operating under Performance Guidelines (for example; road trains, B-Doubles) must comply with the requirements relating to those vehicles.

Chain of responsibility legislation
All associated with the grain industry must be aware of their responsibility and identify their potential exposure to enforcement action or other penalties (not only from the Department of Transport and Main Roads, but also from Queensland Police Service, insurance companies and Workplace Health & Safety).

Chain of Responsibility (COR) extends to any party who has control or influence in a transport activity affecting compliance with fatigue, mass, dimension and load restraint requirements. This includes, but is not limited to, producers, agents, loaders, transporters, drivers and receivers.

In the case of receivers, under COR requirements they should not be accepting overloaded vehicles that are in the Scheme or not. Therefore, any party that has influence in the loading or transporting of grain to receivers should be aware that overloaded vehicles will not be accepted into the facility.

Under COR requirements the level of responsibility can be negated by strategies such as introducing company policies and/or documented procedures that must demonstrate producers, agents, loaders, transporters, drivers and receivers exercised diligence and took reasonable steps to prevent the offence.

Operation of the Scheme
Participating operators and drivers are reminded that the Department of Transport and Main Roads will be monitoring the weight data provided by receivers for Scheme and non-Scheme deliveries.

The Department of Transport and Main Roads and AgForce have seen measurable high compliance rates in recent years regarding the Scheme.

Locations that indicate high levels of non-compliance will be targeted for compliance and enforcement action.

Continuing high levels of non-compliance will affect the long-term viability of this Scheme.

Disclaimer: AgForce, to the full extent permitted by the law, excludes all liability to both participants and any other person in tort (including negligence) contract or otherwise in loss or damage to any property, injury to, or death of any person arising out of any acts or omissions of AgForce. These exclusions extend to loss of profits, business or anticipated savings or any other direct or inconsequential damage and to economic loss even if AgForce knows they are possible or otherwise foreseeable.
ASSESSMENT SHEET

To complete the Accreditation Process you are required to answer each of the questions on this sheet by selecting the appropriate multiple choice responses. Some questions may require you to tick more than one box.

1. Who manages and administers the Grain Harvest Management Scheme?
   - Approved Scheme Receivers
   - Queensland Dept of Transport and Main Roads
   - AgForce Queensland
   - all of the above

2. What annual period does the Scheme cover?
   - 1 January to 31 December
   - 1 July to 30 June
   - 1 April to 31 March

3. When delivering grain during harvest, what delivery points are covered by the Scheme?
   - the Brisbane metropolitan area
   - the port if that is the natural depot
   - the first off appropriate participating receival point
   - a non-participating delivery point of your choice

4. What is the maximum flexibility on regulation gross mass limits?
   - up to 7.5%
   - up to 10%
   - up to 15%
   - up to 20%

5. When delivering grain under a contract past the nearest receival point under the Scheme what are the conditions of doing so?
   - None
   - Evidence of contact
   - Carry a copy of the approval to go past the nearest receival point from the Department of Transport and Main Roads

6. How long is a vehicle removed from the Scheme if your explanation to the “Show Cause Notice” is not satisfactory?
   - Forever
   - 1 month
   - Remainder of the Scheme year
   - 2 years

7. If the vehicle manufacturer’s gross vehicle or combination mass is less than the concession, which is the upper limit?
   - the greater of the two
   - the lesser of the two
   - there is no limit

8. How do participating trucks within the Grain Harvest Management Scheme have to be clearly identified?
   - permanent affixed to both doors of the cab an individually numbered identification stickers
   - coloured windscreen sticker for correct year
   - both of the above

9. When do you have to carry an Overload Record Card?
   - at all times
   - only when overloaded
   - never

10. Will Scheme trucks still be intercepted for roadside checks?
    - always
    - sometimes
    - never

11. What are the major benefits to members of the Grain Harvest Management Scheme?
    - to carry gross overloads without being caught.
    - greater weight tolerances for in-field loading
    - a maximum 7.5% flexibility on regulation gross mass limit

12. What are the major benefits to the community?
    - to avoid road and bridge damage caused by gross overloading.
    - reduced road maintenance costs
    - transport inspectors better able to target enforcement activities
    - all of the above

13. Under chain of responsibility legislation who may be liable for safe loading and transport of grain?
    - the farm manager/owner the truck driver/ operator
    - the harvest contractor the grain receiver
    - all of the above

Initial ............
14. Clearly identify your truck

<table>
<thead>
<tr>
<th>Truck registration number</th>
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<tbody>
<tr>
<td>Concession Code number/s</td>
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<tr>
<td>Manufacturers GVM</td>
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<tr>
<td>Gross Vehicle Mass</td>
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<tr>
<td>Manufacturers GCM</td>
<td></td>
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<tr>
<td>Gross Combination Mass</td>
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Are you an AgForce Queensland Member?

Yes/No. Membership number ……………………………………………………………………………………………

Name………………………………………………………………………………………………………………………………………….

T/A....................................................................................................................................................

Address............................................................................................................................................... 

Town.............................................................State…………………………….. Postcode............................

Phone.......................................Mobile................................................Fax…....................................

Email.............................................................................................................................................

☐ I require a “temporary confirmation document’ that is valid for 10 days from date of issue to be faxed/emailed to……………………………………………………………………………………………………………………………………

Are you a Primary Producer?

YES/NO SIGNATURE………………………………………………………………………………………………………………

If you do not wish to receive SMS updates about the GHMS please tick this box ☐

I have read and understand the terms of participation in the Grain Harvest Management Scheme, as contained in this application form and the Grain Harvest Management Scheme Accreditation Booklet, and agree to be bound by these terms.

Signature…………………………………………………………………………………………………………………………………….

Only complete if you employ drivers for the vehicle/s listed above

I confirm that I have advised the driver/s of the vehicle/vehicles list above of the terms and conditions of participation in the Grain Harvest Management Scheme, and am satisfied that they understand.

Signature…………………………………………………………………………………………………………………………………….

Initial .............
Please complete this form and fax to: (07) 3236 3077 or post to AgForce Queensland, PO Box 13186, George St, Brisbane, Qld 4003.

For enquiries, phone (07) 3236 3100.

For payment of the Grain Harvest Management Scheme membership fee of $99.00 per truck (inc. GST for 2013/2014), please make cheque payable to AgForce Queensland. Alternatively, payment can be made by credit card.

Stickers will not be released until payment is received.

Credit card details

MasterCard [ ] Visa card [ ]

Card No. [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Expiry date [ ] [ ] / [ ] [ ]

Cardholder’s signature …………………………………………………………………………………………………………………………………

Cardholder’s name ………………………………………………………………………………………………………………………………………

Privacy disclaimer
AgForce collects the information on this form to establish your entitlement to membership of the Grain Harvest Management Scheme. The information collected on this form is accessible by authorised AgForce officers and some information may be disclosed to Queensland Transport. AgForce will not disclose your personal details to any other third party without your consent unless required to do so by law.

Initial ………….
Grain to be delivered past nearest Approved Grain Harvest Management Scheme Receiver

Fax to TMR on (07) 46 355 373 or email to: compliance.southern@tmr.qld.gov.au

<table>
<thead>
<tr>
<th>Grain owner and contact phone number</th>
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<tbody>
<tr>
<td>Grain Type</td>
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<tr>
<td>Truck registration number</td>
</tr>
<tr>
<td>GHMS vehicle code and sticker number</td>
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<tr>
<td>Intended Approved Scheme Receiver delivery point</td>
</tr>
<tr>
<td>Approximate distance from farm to final delivery point</td>
</tr>
<tr>
<td>Reason for delivering past nearest delivery point</td>
</tr>
<tr>
<td>Approximate number of deliveries expected</td>
</tr>
<tr>
<td>Approximate delivery period</td>
</tr>
<tr>
<td>Name, signature and contact phone number of applicant</td>
</tr>
<tr>
<td>Fax number and email address of applicant</td>
</tr>
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</table>

For the use of the Queensland Department of Transport and Main Roads ONLY.

The Department of Transport and Main Roads acknowledges and approves the delivery of grain past the nearest delivery depot under the Grain Harvest Management Scheme between the dates advised.

___________________________
Signed

___________________________
Name

___________________________
Position

___________________________
Date

Initial ............
<table>
<thead>
<tr>
<th>Configuration</th>
<th>GHMS Mass Limit</th>
<th>Regulation Mass Limit</th>
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<td><strong>B-DOUBLE/TRIPLE</strong></td>
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</table>

**ABBREVIATIONS**

- **T** TONNES
- **L.S.** Load Sharing Suspension on Twin Steer Axles
- **N.L.S.** Non Load Sharing on Twin Steer Axles

*If you are already claiming up to 50T with your registration, then the GHMS will not be of benefit for this combination.*

Please refer to the complete GHMS Truck Configuration Guide on our website: www.agforceqld.org.au

For more information contact AgForce on (07) 3236 3100.
GHMS
2013/2014

AgForce Queensland
Level 2, 110 Mary St Brisbane Qld 4000
PO Box 13186, North Bank Plaza
Brisbane Qld 4003
Phone (07) 3236 3100
Fax (07) 3236 3077
Email agforce@agforceqld.org.au
www.agforceqld.org.au