

# Queensland Grain Harvest Management Scheme



## Participation Guide

Version 2 | June 2024



Queensland  
Government

# Contents

<b>Part 1 Introduction .....</b>	<b>3</b>
1. <i>Purpose</i> .....	3
2. <i>Policy statement</i> .....	3
3. <i>Date of commencement</i> .....	3
4. <i>Background</i> .....	3
5. <i>GHMS participant overview</i> .....	3
6. <i>Administration</i> .....	4
<b>Part 2 GHMS conditions .....</b>	<b>5</b>
7. <i>Operating year</i> .....	5
8. <i>Eligible vehicles</i> .....	5
9. <i>Yearly GHMS stickers</i> .....	5
10. <i>In-field loading tolerance mass limits</i> .....	5
11. <i>Weighing of vehicles</i> .....	6
12. <i>Managing overloaded vehicles</i> .....	6
13. <i>Monitoring and auditing</i> .....	7
14. <i>Show cause notice</i> .....	7
15. <i>Approved routes</i> .....	7
16. <i>Delivery to the nearest approved GHMS receiver</i> .....	8
17. <i>Exemption from delivery to the nearest approved GHMS receiver</i> .....	8
18. <i>Temporary road restrictions and closures</i> .....	9
19. <i>Chain of Responsibility</i> .....	9
<b>Part 3 Approved GHMS receiver and transport operator conditions .....</b>	<b>10</b>
20. <i>Approved GHMS receiver conditions</i> .....	10
21. <i>Transport operator conditions</i> .....	10
<b>Part 4 Reporting conditions .....</b>	<b>11</b>
22. <i>Approved GHMS receiver daily report</i> .....	11
23. <i>Severe overloaded</i> .....	11
<b>Part 5 General enquiries.....</b>	<b>12</b>
<b>Definitions.....</b>	<b>12</b>
<b>Amendments.....</b>	<b>13</b>

# Part 1 Introduction

## 1. Purpose

The purpose of the Queensland Grain Harvest Management Scheme (GHMS) Participation Guide (the Guide) is to provide operational conditions for GHMS participants involved in the transportation of bulk grains, oil seeds, pulses, and bulk fresh cut silage (not bailed) from the farm to an approved GHMS receiver in Queensland.

## 2. Policy statement

This Guide is an approved Guide for the purposes of section 117 of the Heavy Vehicle National Law (HVNL) and failure to comply with these conditions are enforceable under the HVNL. This Guide operates in conjunction with the Notice.

## 3. Date of commencement

This guide commences on 1 July 2024 and expires on 30 June 2029.

## 4. Background

The Queensland Government introduced the GHMS to address the difficulty of accurately assessing the mass of bulk grains, oil seeds, pulses, and bulk fresh cut silage (not bailed) loaded on-farm before transportation to an approved GHMS receiver.

The GHMS protects the road infrastructure network and promote road safety through administrative procedures and compliance activities.

The GHMS provides participants with an in-field loading tolerance above regulation mass limits to allow for varying moisture content and densities.

## 5. GHMS participant overview

The Guide provides the GHMS operational conditions for participants involved in the transportation of bulk grains, oil seeds, pulses, and bulk fresh cut silage (not bailed) from a farm directly to an approved GHMS receiver.

Participants in the GHMS include:

- Department of Transport and Main Roads (TMR).
- National Heavy Vehicle Regulator (NHVR).
- AgForce.
- Approved GHMS receiver.
- Transport operators.

All participants are responsible for complying with the GHMS conditions.

## 6. Administration

This section provides an overview of GHMS participant administration and duties.

### 6.1 TMR

TMR administer and coordinate the following under the GHMS:

- Coordinate and conduct performance monitoring, and
- Review of the GHMS and issues associated with the GHMS, and
- Management of the Memorandum of Understanding (MoU) with AgForce and approved GHMS receivers, and
- Conduct audits to ensure GHMS participants are complying with the GHMS conditions.

### 6.2 NHVR

The NHVR administer and coordinate the following under the GHMS:

- Conduct roadside compliance and enforcement activities, and
- Investigate potential legislation breaches.

### 6.3 AgForce

Agforce administer and coordinate the following under the GHMS:

- Enrolment of transport operators, and
- Comply with the conditions of Notice, MoU, or this Guide, and
- Taking the necessary action to control and correct non-compliant vehicles, and
- Deregistration of non-complying transport operators, and
- Recording and reporting, and
- Administrative duties associated with the above tasks.

### 6.4 Approved GHMS receivers

The approved GHMS receiver administer and coordinate the following under the GHMS:

- Provide training to staff on the GHMS, and
- Ensure weighbridges have a current weighbridge calibration certificate, and
- Accurately record the mass of the vehicle or combination from the weighbridge, and
- Comply with the conditions of Notice, MoU, or this Guide, and
- Taking the necessary action to control and correct non-compliant vehicles, and
- Recording and reporting as listed in [Part 4 \(Reporting Conditions\)](#), and
- Administrative duties associated with the above tasks.

### 6.5 Transport operators

Transport operators participating in the GHMS must:

- Register with AgForce, and
- Display the [yearly GHMS stickers](#) (refer to section 10).

# Part 2 GHMS conditions

## 7. Operating year

The GHMS operates from 1 July to 30 June each year.

## 8. Eligible vehicles

An eligible vehicle must be:

- a) Registered with AgForce as a GHMS participant, and
- b) Delivering bulk grains, oil seeds, pulses, and bulk fresh cut silage (not bailed) from a farm to an approved GHMS receiver, and
- c) Fitted with four tyres per axle (except for steer axle/s), and
- d) Fitted with conforming axle/axle groups in the Grain Transport Safety Network (GTSN) Truck Book and Truck Chart, and
- e) Consist of one of the following combinations:
  - i. a rigid truck, or
  - ii. a combination consisting of a rigid truck towing a dog trailer or pig trailer, or
  - iii. a combination consisting of a prime mover towing a semitrailer, or
  - iv. a B-double, or
  - v. road train.

## 9. Yearly GHMS stickers

Following application and payment of the annual GHMS membership fee to AgForce, the transport operator will receive a document indicating GHMS registration approval and three GHMS membership and identification stickers.

The transport operator must affix the individually numbered, yearly GHMS membership identification stickers to:

- both front doors of the vehicle, and
- the vehicles windscreen.

For more information on GHMS registration, visit [agforceqld.org.au](http://agforceqld.org.au).

## 10. In-field loading tolerance mass limits

The GHMS provides eligible vehicles with an in-field loading tolerance. The in-field loading tolerance is not a mass productivity concession and transport operators should load to the General Mass Limits (GML) of the eligible vehicle.

The in-field loading tolerance provides an allowance for variation in moisture content and densities of the bulk grains, oil seeds, pulses, and bulk fresh cut silage (not bailed).

The GHMS provides the following in-field loading tolerance mass limits:

- a) A maximum mass increase of:
  - I. 7.5 per cent on MDL(Reg) mass limits (GVM or GCM) for an eligible vehicle, or
  - II. 10 per cent on the general axle mass limits, [Table 1](#) provides common axle mass limits, and
  - III. The lesser mass limit of I. or II. applies.

- b) The steer axle mass must not exceed:
  - I. 6.6 tonne (includes a complying steer axle), or
  - II. 7.1 tonne (road train with at least 375mm wide steer tyres), or
  - III. The manufacturer's steer axle mass rating.
- c) The lesser mass of a) or b) applies.

The in-field loading tolerance provided in a) is based on a 6-tonne steer axle mass limit.

The maximum steer axle mass provided in b) is the maximum steer axle mass permitted under the GHMS.

The Grain Transport Safety Network (GTSN) [Truck Book](#) and [Truck Chart](#) provide recognisable configurations and the allowable GHMS in-field loading tolerance mass limits.

**TABLE 1 COMMON AXLE MASS LIMITS**

Axle description	General axle mass limits	10% maximum axle loading tolerance
Steer axle	6.0t, or 6.5t (complying steer axle), or 7.1t (road train with at least 375mm wide steer tyres)	6.6t (includes a complying steer axle), or 7.1t (road train with at least 375mm wide tyres)
Single axle	9.0t	9.9t
Tandem axle	16.5t	18.15t
Tri axle	20.0t	22.0t

Note: The GHMS does not provide authorisation to exceed manufacturer's ratings, including GVM, GCM, axle mass limits or tyre ratings.

## 11. Weighing of vehicles

The approved GHMS receiver must weigh and record all vehicles delivering bulk grains, oil seeds, pulses, and bulk fresh cut silage (not bailed), this includes vehicles operating under the GHMS, and all other non GHMS vehicles.

The approved GHMS receiver must record the mass of the vehicle from a calibrated and certified weighbridge.

## 12. Managing overloaded vehicles

The approved GHMS receiver will manage vehicles that exceed the GHMS or MDL(Reg) mass limits (overloaded) in accordance with Primary Duties and Chain of Responsibility (CoR).

The approved GHMS receiver must implement appropriate control measures to manage overloaded vehicles, and have effective [Safety Management Systems \(SMS\)](#) in place to comply with safety duty obligations under the [HVNL](#) and ensure the overloading does not continue.

The approved GHMS receiver should not provide any incentive (financial or otherwise) for eligible vehicles to arrive overloaded to their facilities. Approved GHMS receivers will need to safely unload an overloaded vehicle after recording the mass.

NHVR, TMR or AgForce may investigate if an eligible vehicle is:

- Always loaded to the maximum GHMS mass limits in the [GTSN Truck Book](#) or [Table 1](#), or
- Loaded above the GHMS mass limits in the [GTSN Truck Book](#) or [Table 1](#), or
- Severely overloaded.



## 13. Monitoring and auditing

TMR and AgForce evaluate the GHMS by monitoring and auditing compliance data from the reports.

TMR conducts annual GHMS audits. If TMR are going to conduct an on-site audit, TMR must notify the approved GHMS receiver and provide at least three days' notice of the of intention to visit for audit purposes.

TMR may conduct additional audits, site visits or request information from participants throughout the year if obligations under the GHMS are not complied with.

During on-site audits or visits, TMR personnel will report to the approved GHMS receiver administration office or contact the approved GHMS receiver on-site shift supervisor and follow the approved GHMS receiver visitor policy and procedure guidelines.

Complaints could initiate an investigation, the NHVR will conduct compliance and enforcement activities to ensure eligible vehicles comply with the GHMS and the HVNL.

## 14. Show cause notice

A show cause notice allows GHMS participants the opportunity to respond to potential non-compliance of with the GHMS, Notice or MoU before TMR take further action.

A show cause notice is a valuable opportunity for you to respond with steps you intend to take to resolve the issue or explain why you believe there should be no further action. If you do not dispute the allegations, you may advise TMR of the steps you intend to take to resolve the matter and the resolution time limit.

## 15. Approved routes

An eligible vehicle may travel on the networks in Table 2.

**TABLE 2 NETWORKS FOR GHMS ELIGIBLE VEHICLES**

Eligible vehicle	Maximum length	Approved networks
Rigid vehicle	12.5m	General access
Rigid combination, or prime mover towing a semitrailer	19.0m	General access
B-double	23.0m	23m B-double, 25/26m B-double, and Type 1/Type 2 road train networks
B-double	25.0/26.0m	25/26m B-double and Type 1/Type 2 road train networks
Type 1 road train	36.5m	Type 1/Type 2 road train networks
Type 2 road train	53.5m	Type 2 road train networks

[Queensland Globe](#) provides state-controlled roads, critical areas, and critical and major roads, for all other networks refer to the [NHVR National Network Map](#).

## 16. Delivery to the nearest approved GHMS receiver

Transport operators must deliver to the nearest approved GHMS receiver unless TMR provide an exemption as per section 17.

Transport operators delivering grain must deliver to the closest depot operated by the approved GHMS receiver that is purchasing or contracted to manage the grain, unless:

- the closest depot is not operating (closed),
- the closest depot is full, or
- the closest depot is not accepting the type or grade of grain you are delivering.

## 17. Exemption from delivery to the nearest approved GHMS receiver

An approved GHMS receiver may have multiple depots, sometimes delivery to the nearest approved GHMS receiver is not possible, TMR may exempt the condition to deliver to the nearest receiver. The [approval to deliver past the nearest approved GHMS receiver form \(the form\)](#) on the [AgForce website](#), must be completed and emailed to [ghms@tmr.qld.gov.au](mailto:ghms@tmr.qld.gov.au) for approval. The journey must not commence until approved by TMR.

If approved, TMR will sign the form and return it to the nominated email address on the form. The eligible vehicle must carry the TMR approval for the entire journey or produced electronically if required.

What constitutes 'delivery past nearest approved GHMS receiver'? Please read the following examples prior to completing the form:

- You will only need to complete the approval to deliver past nearest approved GHMS receiver form if you are delivering to an approved GHMS receiver that has more than one site and if you are going past their closest receipt depot.
- You will not need to complete the approval form if you:
  - have contracted grain to a buyer and there is only one site that will receive the grain. The transport operator should carry a copy of the contract (without sensitive information, example, price) during transport as evidence.
  - are delivering to an approved GHMS receiver with multiple depots if the closest depot is not operating (closed), full or it is not accepting the type or grade of grain you are delivering.

Note: If an approved GHMS receiver with multiple depots is offering a better price at a depot that is not the nearest depot, the transport operator must not deliver grain using the GHMS in-field loading tolerance mass limits.

Transport operators and drivers not complying with the above conditions are, assessed as, non-participants of the GHMS. Regulation mass limits apply and will be subject to normal compliance and enforcement action.



## 18. Temporary road restrictions and closures

Temporary road closures or mass restrictions may restrict heavy vehicle movements.

The driver and operator of a heavy vehicle must be aware of, and comply with, any temporary road closure or restriction for the proposed time of travel. Temporary restrictions are available on the [QLD Traffic website](#), or by downloading the *QLDTraffic* app or by calling 13 19 40.

## 19. Chain of Responsibility

The Chain of Responsibility (CoR) is the part of the HVNL that makes parties other than drivers responsible for the safety of heavy vehicles on the road.

Everyone who works with heavy vehicles - from the business that employs a driver or owns a vehicle, to the business that sends or receives goods - is accountable for the safety of the heavy vehicle, its driver, and its load throughout the journey.

To learn more about your CoR obligations refer to the [NHVR Chain of Responsibility webpage](#).

# Part 3 Approved GHMS receiver and transport operator conditions

## 20. Approved GHMS receiver conditions

The approved GHMS receiver agrees to participate in the GHMS via a signed MoU with TMR.

The approved GHMS receiver must comply with the MoU, the Guide, and the Notice.

The approved GHMS receiver must have appropriate systems and procedures to manage the daily operation of the GHMS, including collection and reporting of mass data in Table 3.

**TABLE 3 APPROVED GHMS RECEIVER REPORTING**

Items recorded	GHMS approved GHMS receiver reporting
All loads, including overloads	<ul style="list-style-type: none"><li>Daily report to Agforce &amp; TMR in high volumes, GHMS report must email by close of business or start of next business day, may be within 7 days in low volume.</li></ul>
Severely overloaded, at 20% or more above MDL(Reg) mass limits for an eligible vehicle with a non-complying steer axle. (Severe Overload)	<ul style="list-style-type: none"><li>Severe Overload Slip must be immediately emailed to TMR at <a href="mailto:ghms@tmr.qld.gov.au">ghms@tmr.qld.gov.au</a>.</li><li>Notify the owner of the grain that the load has been severely overloaded.</li><li>Include in daily report to AgForce.</li></ul>

The approved GHMS receiver must:

- Provide GHMS training to staff to ensure compliance with this Guide, the Notice, and all other heavy vehicle transport laws,
- Take necessary actions to control and correct non-compliant vehicles,
- Record and report as per conditions listed in [Part 4 \(Reporting Conditions\)](#),
- Ensure weighbridges have a current weighbridge calibration certificate. The approved GHMS receiver must have a calibrated and certified weighbridge to operate under the GHMS.
- Accurately record the mass of the vehicle or combination from the weighbridge.
- Provide administrative duties associated with the above tasks.

## 21. Transport operator conditions

Transport operators must:

- Provide vehicle and GHMS training to drivers and comply with:
  - this Guide,
  - the Notice, and
  - the [HVNL](#) including fatigue management, mechanical safety, road access, registration, licensing, load restraint, Chain of Responsibility and relevant Codes of Practice.
- Register with AgForce and display GHMS stickers on all registered vehicles,
- When operating under GHMS conditions, only deliver to an approved GHMS receivers with a certified weighbridge,
- Comply with temporary road restrictions and closures.

# Part 4 Reporting conditions

## 22. Approved GHMS receiver daily report

The approved GHMS receiver must produce a report and email the following to [ghms@tmr.qld.gov.au](mailto:ghms@tmr.qld.gov.au) and [ghms@agforceqld.org.au](mailto:ghms@agforceqld.org.au) daily.

The approved GHMS receiver daily report must include:

- Approved GHMS receiver details,
- The location of the depot or site,
- The following information for each load received at the location:
  - The delivery date,
  - The delivery number,
  - Grain type,
  - Truck code,
  - Truck registration,
  - GHMS sticker number,
  - Mass limit (GML, CML, GHMS, HML),
  - Gross weight,
  - Net (tare) weight,
  - Steer allowance.

Note: Reporting may vary for each receiver depending on size of operation and seasonal demand. An approved GHMS receiver may negotiate with AgForce individual reporting frequency in recognition of business needs and efficiency outcomes each receiver.

## 23. Severe overloaded

The approved GHMS receiver must immediately notify TMR by email at [ghms@tmr.qld.gov.au](mailto:ghms@tmr.qld.gov.au), if a vehicle or combination at their location is found to be severely overloaded (20% above mass limits).

A severely overloaded GHMS vehicle is a loaded eligible vehicle that is 20% above:

- The mass limits for an eligible vehicle with a 6-tonne steer axle mass limit in [Table 1](#), or
- The GML mass limits for Queensland in the [Truck Book](#).

For all other vehicles or combinations not in the GHMS, a severely overloaded vehicle is a vehicle loaded by 20% above:

- The MDL(Reg) axle mass limits, or
- The MDL(Reg) mass limits for the vehicle or combination.

The approved GHMS receiver must notify the driver and vehicle operator of the severely overloaded vehicle or combination, Table 4 provides the approved GHMS receiver an example of how to calculate load percentage.

**TABLE 4 LOAD PERCENTAGE EXAMPLE**

Weighed mass	÷	GML	X	100	=	Load%
Example 23t	÷	20t	X	100	=	115%
Example 25t	÷	20t	X	100	=	125%

# Part 5 General enquiries

If you have a GHMS or truck enrolment question, please contact AgForce:

- Phone: (07) 3236 3100
- Email: [ghms@agforceqld.org.au](mailto:ghms@agforceqld.org.au)

For all reporting, please contact TMR:

- Email: [ghms@tmr.qld.gov.au](mailto:ghms@tmr.qld.gov.au)

If you have a GHMS policy, audit, or receiver question, please contact TMR:

- Email: [hv.policy@tmr.qld.gov.au](mailto:hv.policy@tmr.qld.gov.au)

## Definitions

TABLE 5 DEFINITIONS

Term	Definition
AgForce	is an organisation representing Queensland's rural producers and has a signed MoU with TMR
Approved GHMS receiver	means a grain receiver that has a signed MoU with TMR
CoR	means <a href="#">Chain of Responsibility   NHVR</a>
Eligible vehicle	means a vehicle that complies with section 9 of this guide
GCM	means Gross Combination Mass as defined in the MDL(Reg)
GHMS	means Queensland Grain Harvest Management Scheme
GML	means General Mass Limits as defined in the MDL(Reg)
GTSN	means <a href="#">Grain Transport Safety Network</a>
HVNL	means <a href="#">Heavy Vehicle National Law</a>
In-field loading tolerance	means the percentage of mass increase added to GML mass limits for an eligible vehicle with a non-complying steer axle
MDL(Reg)	means <a href="#">Heavy Vehicle (Mass, Dimension and Loading) National Regulation</a>
MoU	means Memorandum of Understanding
NHVR	means <a href="#">National Heavy Vehicle Regulator</a>
Guide	means Queensland Grain Harvest Management Scheme Participation Guide
Notice	means Queensland Class 3 Heavy Vehicle Grain Harvest Mass Management Scheme Exemption Notice
TMR	means Department of Transport and Main Roads
Transport operator	means a transport operator enrolled in the GHMS with AgForce.

# Amendments

TABLE 6 AMENDMENTS

Date of commencement	Amendment
June 2024	<ul style="list-style-type: none"><li>• Minor amendments to align with compliance activities transitioning to the NHVR.</li><li>• Format document to current style guide.</li></ul>