

SELF REGULATION : AN ALTERNATIVE OPTION TO DEREGULATION

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ABSTRACT:

The Queensland Government has introduced a system of Industry Self Regulation in the Road Transport of Grain and Sugar Cane from Farm to Silo or Mill

This paper explores the theory, principal elements and motivation required to achieve a successful outcome for all parties concerned, which includes Growers, Grain Handling Authorities, Mill Owners, Transport Operators, Shire Councils and Government. The system has been successfully implemented in the Grain and Sugar Cane situations and extended in a modified version to cover the transport of Log Timber from Forest to Mill.

The data submitted with the paper shows how successful the system is in eliminating the heavy overloaded road transport vehicles without using Government law enforcement

It is agreed that some of the principles as applied to grain cannot be utilised to cover the full spectrum of the Road Transport Industry but with modification there is the opportunity to use this method of negotiation to achieve a middle ground mutually acceptable to Industry and Government

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Introduction:

This paper relates to the enforcement of mass limitations placed on load carrying road vehicles by both Manufacturers and Government Authorities. These limitations are imposed for the safety of all road users, for the protection of roads, bridges and the environment.

Vehicle manufacturers gross mass limits must not be exceeded in the interest of road safety whilst road surfaces and bridges are protected by Government Authorities fixing maximum axle, axle group and loaded mass limitations.

Maximum load limits aimed at preservation of roads and bridges in Queensland have been determined by Main Roads in consultation with other Government bodies and the transport industry.

Unfortunately there are operators who deliberately load in excess of these load limits for selfish and short term personal gain. This has resulted in Main Roads employing enforcement officers operating portable weighing machines and fixed weighbridges.

Keeping all this in mind the question to be answered is "Can deregulation be successfully implemented into the mass area of road transport in the foreseeable future?"

The answer in my opinion is "No" and thus an alternative option should be researched.

Theory -

Main Roads has done considerable research into a system of self regulation by industry in an endeavour to restrict road damage whilst also benefiting industry. The theory being that if both sides give a little the community in general benefits a lot.

From Main Roads point of view enforcement has two effects -

- a punitive effect by breaching and prosecution (ie) average fine at present is \$320.00 in Queensland.
- a deterrent effect by the presence of enforcement (ie) one million vehicles a year travel over the weighbridges legally loaded. If there were no weighbridges, I have no doubt a high percentage of these vehicles would be overloaded.

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Field Enforcement must continue in its present format to maintain the existing level of enforcement - but - there should also be expansion into other methods that will achieve greater conformity as field enforcement alone cannot contain overloading.

Statistics obtained from data provided by the Culway system, which is a data collection device fitted to a culvert, clearly support the theory that some vehicle operators grossly overload when enforcement officers are not present.

Principal Elements

The principal elements used for self regulation to date are listed below.

- Existence of a problem area within an industry that cannot be resolved by normal methods.
- The project must be of sufficient dimension to warrant negotiations.
- Willingness for both parties to negotiate. There must be give and take on both sides.
- Both parties must end up with an improved situation.
- Firm guidelines must be laid down and agreed to by both parties.
- Industry must stand firm and implement self regulation policies regardless of pressure from within the industry to relax negotiated guidelines.
- Industry must have the machinery to effect self regulation.
- Enforcement is handled by monitoring the policy negotiated and using field officers only in cases where the policy is being abused.
- Involvement of and acceptance by all other interested parties prior to guidelines being finalised. (ie) Local Authorities.
- All transport operators involved in cartage under the agreement are subject to the agreement.
- Industry provide the policing.

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Motivation Required

Motivation comes from both parties ending up with an improved situation.

Industry are motivated by

- A slight increase in weights by way of concession or alternatively a relaxation on axle weights
- Increased productivity through no Government Field Enforcement.
(No weighings - no hold up to delivery - No fines)

Government is motivated by

- Decrease in road damage
- Increase in road safety
- Deployment of enforcement personnel giving greater surveillance to areas not under self regulation agreement.
- Elimination of gross overloading from self regulated areas
- Industry acceptance that they must play their part in road preservation
- Results of self regulation to date. The level of mass control could not have been achieved by any other method than industry involvement
- Restriction of concessions to short haul

Self Regulation Agreements

I will now move into the area of explaining how self regulation has been applied to various industries in Queensland.

Cartage of Grain From Farm to Silo

Background

Overloading on vehicles carting grain from farm to silo was a continuing problem which had increased substantially in recent years. Figures indicated that 80% of vehicles carting grain were loaded above the legal limit with many being more than 100% overloaded.

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Gross masses of 60 tonnes were quite common for vehicles having a legal gross mass of 38 tonnes.

Economic pressures were forcing growers and transport operators to overload, and they were prepared to take the chance of being booked and fined.

The visible damage to the road system was considerable and greatly concerned Main Roads, Local Authorities and people resident in the affected areas.

The Queensland Transport Advisory Committee, comprising the Commissioners of Police, Transport and Main Roads, expressed concern from the aspect of road safety pointing out difficulty experienced in pulling up an overloaded vehicle unexpectedly, and the strain placed on the vehicles components.

Main Roads responded to the problem by employing high levels of surveillance. This had the desired effect with all vehicles reducing their loads to regulation limits, which to the approval of most people, caused major dissatisfaction among growers and transport operators. In three days saturation surveillance at Goondiwindi, a town in centre of grain area, the Silo intake reduced from 10,000 tonne a day to 6,000 tonne a day during peak harvest. An article in the "Goondiwindi Argus" covering the situation is shown as appendix 1.

Discussions with Industry and Others

Main Roads discussed the problem with representatives of Bulk Grains Queensland, which controls the intake of grain from farm to silo, Queensland Grain Growers Association, Transport Department and Local Authorities in an endeavour to find a solution.

All concerned acknowledged that

- overloading was rife;
- it was causing severe road damage;
- it must be brought under control;
- self regulation of the industry is the preferred method of control to cut out excessive overloading.

Early submissions by the grain industry to alleviate the problem centred around permission to carry a fixed volume of grain, monitored by the use of a loading line painted on the sides of the container.

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From the practical viewpoint there were four main reasons why this approach was not acceptable:-

1. Variation in densities of grain.
2. Variation in tare of vehicles used to cart grain.
3. Local Authority opposition to the concept.
4. Difficulty in assuring the volume in a container lined with fabric or with a non-planar top surface on the grain.

Main Roads Investigations

Main Roads sought the opinion of Transport Department and the Local Authorities in grain growing areas.

Transport Department had no objection to a concession provided the concession was confined to the transport of grain from farm to storage facilities in country areas, and not extended for carriage to Brisbane and other major provincial cities.

Of the Local Authorities contacted 80% advised they would support a concession.

Main Roads Engineers carried out an extensive study on the impact of all aspects of a concession based on the remaining life expectancy of roads to be used and the masses currently carried.

These studies showed that a 10% concession, rigidly enforced by self regulation within the industry, would result in considerably less damage to the road system provided the concession was limited to the farm to country silo situation.

The Industry Viewpoint

The Grain Growers Association representatives, supported by Bulk Grains, believed that an allowance of 20% above gross mass Regulation Limits was the minimum concession required for acceptance of a self regulating system within the industry.

Negotiated Agreement - Self Regulation

Following considerable discussion, the parties involved (Main Roads, Grain Growers Association, Bulk Grains) identified a compromise solution. In August 1986 the following agreement was adopted -

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Load Concessions for Cartage of Grain From Farm to Country Depots

- (i) Concession of 15% be allowed on gross mass (i.e., no breach for loads up to this limit).
- (ii) Concession to apply from farm to country depot only.
- (iii) Concession to apply to Wheat and Barley controlled by Bulk Grains Qld.
- (iv) Axle weights not enforced but carriers must load to achieve an appropriate distribution to all axle groups.
- (v) The vehicle manufacturer's ratings (GVM/GCM) must not be exceeded (safety requirement).
- (vi) Concession to apply until introduction of any load increases arising out of the Review of Road Vehicle Limits, at which time it will be reassessed.
- (vii) Any Local Authority road which shows premature damage during harvest may be withdrawn from the provisions of this proposal.
- (viii) Vehicles detected by enforcement officers with loads in excess of the 15% concession may be prosecuted at any time.

Self Regulation by Industry

- (i) Bulk Grains Queensland to advise Main Roads of all vehicles loaded in excess of the 15% concession. No prosecution action to take place on this advice.
- (ii) Bulk Grains Queensland to refuse to accept grain where the loading exceeds 20% over regulation gross limits. The rejected load must be returned to the farm of origin for load adjustment. (The latter is required to pre-empt establishment of a temporary storage industry adjacent to the depot, specifically to reduce the grain content of overloaded trucks).
- (iii) A sticker be fitted on trucks/prime movers to enable Bulk Grains Queensland staff, enforcement officers, owners and transport operators to recognise applicable gross mass limits.

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General Outcome

The 15% concession on gross mass benefits the grain industry by a 25% increase in the amount of grain carried (ie) a six axle rig payload increased from 20 tonne to 25 tonne.

Overall, the compromise represented a measurable improvement on the impact on the road system, somewhat less beneficial than the 10% concession originally proposed by Main Roads but more beneficial than the 20% concession sought by the industry.

Implementation

The initial self regulation proposal was implemented for the 1986 Wheat and Barley harvest and its success resulted in the extension of the concession to include -

- The Peanut Marketing Board
- The Rice Marketing Board
- The Atherton Tableland Maize Marketing Board
- The Navy Bean Marketing Board
- The Central Queensland Sorghum Marketing Board

In addition Bulk Grains Queensland agreed to monitor all grains taken into their storage not subject to control by a statutory board. These grains include- Sorghum (grown in South East Queensland), Sunflower, Maize, Soybean and Safflower.

Re-Negotiated Concession

The grain vehicle concession was reviewed for 1987 harvests in light of Queensland's adoption of increased weights as recommended by the National Review of Road Vehicle Limits.

The review resulted in the concessional and refusal weights remaining unaltered with the exception of a tandem drive prime mover drawing a triaxle trailer and road train configurations using triaxle trailers. In these cases which involved only 5 vehicle configurations the concessional weight was increased by 1 tonne. This resulted in the 15% being nullified and the actual percentage concession allowed currently varies from nil to 15%. The vehicle coding, applicable weights and the relative percentage over regulation limits are shown as appendix (ii).

Full details of the renegotiated concession are shown on the QGGA brochure. Shown as appendix (iii).

Results

The following results show what an outstanding success self regulation has been in the grain industry.

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Results of Harvests (1986 - 1987)

Wheat

Year Total Loads	Exceeding Concession	% In Excess	Rejected Loads
1986 - 45901	2870	6.25	146
1987 - 34187	2393	6.99	110

Barley

1986 - 12591	114	.91	3
1987 - 9757	81	.83	2

Rice (1986 - 87)

Summer 1986 941	70	7.44	1
Winter 1987 768	25	3.26	Nil
Summer 1987 864	31	3.59	Nil

Navy Beans (1987)

542	7	1.29	3
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Peanuts (1987)

4678	8	.17	1
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Sorghum (1987)

14877	1374	9.23	17
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Maize (1987)

1410	8	.5	Nil
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B.G.Q. (Non Statutory Grains) (1987)

18158	648	3.56	17
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Current Situation

The 1986 and 1987 Wheat and Barley harvests have been small in comparison with the 1985 harvests, which, although not a good result for farmers, has enabled any problem area in the self regulation process to be resolved with minimum delay. This has resulted in an excellent system that now works well in the grain industry as shown in the Grain Grower article (see appendix (iv)).

Cartage Of Sugar Cane - Farm to Mill

Background

The introduction of self regulation for the grain industry resulted in an application from the Maryborough Cane Growers Association for the self regulation system to be applied in their situation, where 160 growers deliver cane by road transport to one mill. The mill management indicated their willingness to be the regulating authority.

Department Investigation

Departmental investigations revealed there was no reason in principle why a concession could not be applied to the particular situation in Maryborough, which is unique in the Queensland sugar industry because all cane is carted to mill by road transport. Self regulation requirements could be fulfilled and the mill agreed to provide all documentation and reject loads.

Before proceeding the Department -

- sought information from the Cane Growers Council on the extent of road transport of cane from farm to mill and how it operates in all areas of Queensland
- researched the extent of overloading from Maryborough Mill records which showed overloading was rife and adequate Government surveillance was impossible
- obtained support from the relevant Shire Councils on implementing the concession
- sought the feelings of all sugar industry associations in Queensland who subsequently indicated their support for the Maryborough application.

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Negotiated Agreement

The Concession

- Applies to all vehicles carrying Sugar Cane from farm to the Maryborough Sugar Factory.
- Concession loads will be identical to those negotiated with the Queensland Grain Growers Association.
- Operators will be required to ensure appropriate load distribution to all axle groups. Vehicles found to excessively exceed regulation axle loads are subject to enforcement action.
- Growers and Carriers to ensure the manufacturers GVM/GCM ratings are not be exceeded. Concessional loading is subject to compliance with the manufacturers ratings. Vehicles found to exceed the manufacturers rating are subject to enforcement action.
- Stickers designed to give easy recognition of the concession weights will be issued to operators.

Self Regulation

- Maryborough Sugar Factory to administer self regulation on behalf of the industry. Loads exceeding the concession weight will be liable to checking on the road and prosecution for any breaches detected.
- Loads exceeding the concession weight but less than the refusal limits will be received at the mill but reported to Main Roads. The Department at its discretion will counsel or warn operators exceeding the concession. Prosecutions will not be commenced on these notifications.
- Loads which exceed the refusal limits will be rejected. They must return to the farm of origin.
- The Main Roads Department will take action if operators with rejected loads try to circumvent the self regulation system, for example, by reducing the load at nearby premises.
- Cane must come to the factory by routes approved by the Maryborough City Council.

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- Mill to supply a weekly computer print out showing -

vehicle identification
vehicle code
weighing number on intake
gross weight of vehicle
concession weight
percentage over or under concession weight
total number of vehicles per week
number of vehicles over the concession
percentage of vehicles over the concession

The figures submitted to be the full intake record.

Current Situation

The self regulation scheme was introduced for the 1987 cane harvest and the results of the harvest are as follows -

Total tonnage received	-	491,410
Total number of vehicle deliveries	-	22,314
Total number below concession	-	21,783
Percentage of vehicles below concession	-	97.62%
Number of loads rejected	-	25

A break down of the vehicle type used with relevant information shows the magnitude of the success of this operation which went from a situation where overloading was rife to a situation where the great majority of vehicles were on average under legal regulation limits.

END OF SEASON DELIVERY TRANSACTION SUMMARY

Vehicle Type	Total Loads	Loads under Conc.	Loads over Conc.	Average Weight	Legal Limit
1-1-1	59	49	10	24.53	24.00
1-1-2	1389	1370	19	28.68	30.00
1-2-2	4639	4549	90	36.07	36.00
1-2-3	15975	15588	387	40.84	41.00
1-2-4	252	227	25	43.59	41.00

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Log Timber - Forest to Mill

Background

The logging industry have been approaching the Queensland Government for enforcement on a volume rather than a weight basis since 1960.

Briefly the position is as follows:-

Investigations undertaken on a number of occasions in various localities by the Department, in conjunction with hauliers and Forestry Department Officers, have shown that the adoption of a load volume system is quite impracticable because of the variation in densities of timber from different localities.

Tests have established that there can be large variations within species of timber. Forestry Department Officers have advised that these variations are due largely to moisture content which, in Queensland conditions, fluctuates over a wide range from locality to locality and from season to season.

As an indication, in relation to North Queensland timbers, the Forestry Department advised as follows:-

	<u>variation in</u> <u>cubic metres per tonne</u>	<u>Percentage</u> <u>fluctuation</u>
Forest Hardwood	0.70 - 0.90	28.6
Kauri Pine	1.05 - 1.20	14.3
Mixed Scrubwoods	0.75 - 1.15	60.0
Plantation Timbers	0.75 - 0.85	13.3

The only way a volume based arrangement could be applied would be to base the load allowed on the lowest volume per tonne recorded for a particular species. This was not acceptable to log hauliers.

The Queensland Government suggested the installation of on-board load cell weighing devices as a means of overcoming the log timber problem.

In November 1986 the Queensland Timber Board submitted a paper outlining the Board's proposal to introduce new technology to the transport section of the Queensland Timber Industry. Basically this proposal concluded that the industry should standardize itself upon the use of the load cell weighing devices, provided the Government contribute towards the introduction of the equipment in a positive manner. (ie) grain concession weights.

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In this way, contractors would have some leeway, by way of the additional weights, which would allow them to amortize the capital investment needed to install on-board load cell weighing devices.

The Government responded by conducting Interdepartmental discussions and investigations which resulted in the following proposal being accepted by the industry in July 1987.

Concession for Cartage of Log Timber from Forest to Sawmill

A concession will be granted for cartage of log timber from the Forest to Sawmills subject to self regulation by the industry. This concession is of the same order as that granted for the cartage of grain from farm to country depot.

The operation of self regulation is to be carried out by either of two methods -

- (1) On-board scales fitted to the vehicle.
- (2) The vehicle is weighed as part of the Forestry Department procedures for assessment of royalty. The weighing certificates (Certified Weighbridge status is mandatory) are supplied to Main Roads by the Forestry Department for checking to ensure concession weights are being carried. This method is similar to the operation of the grain concession but in this case Forestry Department are the 'policemen'.

If operators are detected with loads over the concession the concession will be withdrawn.

This concession is subject to compliance with manufacturer's GVM/GCM rating.

Implementation of the concession will be effected through Main Roads by way of issue of a concession certificate.

Implementation and Results

After 5 months operation 61 operators have been granted concession certificates with 36 operators having installed on board weighing devices.

Main Roads has developed a close association with Forestry Department since the implementation and very close scrutiny has been applied to the situation. To date only a few operators have been found to be outside the agreement and have been quickly brought back into line.

The system is working very smoothly at the current time.

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Transport of Quarry Materials

Main Roads has extended the self regulation principles into the transport of quarry materials for three major projects to date. The projects being -

- the construction of the Nerang River Entrance Project, Gold Coast
- the construction of the breakwater for the Townsville Casino, and
- the construction of the Tug Boat Harbour at Half Tide near Mackay

Each of these projects operated in a slightly different manner using the principles of self regulation and each one resulted in an extremely successful outcome. Details of these projects are available on request to the author.

Overall Findings

In the 1987 calendar year 15 mobile enforcement teams using portable scales weighed and checked 31,107 vehicles throughout the state of Queensland. The grain and sugar cane industries through the concession agreements weighed and monitored 107,555 vehicles in the same period. The advantages are quite apparent.

It is obvious from the results achieved that self regulation by industry has a place in the road transport field provided industry are committed to the negotiated deal and ensure strict compliance. The industry authority handling the policing holds the key to success. It must be strong and completely trustworthy as some operators will try it out.

The negotiated deal must have a built in checking system by Government to ensure the deal is not open to abuse. In nearly all cases a computer system is used to provide weekly reports. If Government does not feel the policing authority is reputable, self regulation should not be considered.

Concluding Remarks

Main Roads Queensland has proved that self regulation has worked in the areas where it has been introduced. Both industry and Government are winners and the only loser has been the transport operator who deliberately overloads.

It is agreed that in its current format it cannot be introduced across the board, but, where it can operate successfully, it should be considered as an option.

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I feel that by breaking into new ground the Queensland Government has opened the door for Industry and Government to negotiate. The ideas put before you in this paper are submitted as a challenge to find a better alternative to deregulation which will not work in this particular area of the road transport industry.

In summary it can be stated that self regulation is another tool that can be utilised to the advantage of all concerned in achieving the basic aim of prolonging the life of pavements and structures.

Acknowledgements:-

The contributions by all grain growing associations, local authorities, and the sugar cane and timber industry associations were much appreciated.

“Scalies” blitz wheat trucks

Main Roads Police are blitzing overloaded wheat trucks hauling a near-record harvest to Goondiwindi and other district depots.

And they have the blessing of local authorities who claim that overloading causes hundreds of thousands of dollars worth of damage to shire roads.

Those who take the chance by venturing forth with more than the 38-tonne limit risk fines up to \$2000, with a minimum \$500 for a first offence.

Farmers, anxiously trying to beat the weather are doing their utmost to deliver all their wheat as quickly as possible.

It's a perennial problem — authorities trying to protect the roads and the farmers trying to get the harvest in to the silos no matter what.

This year, however, the wheat carters have been hit hard.

Scores of tickets have been issued and summonses will follow.

The Goondiwindi Magistrates Court has been inundated with overloading cases and Mr Brian Murray SM has warned of the penalties that drivers can face.

“With the amendments that have come in this year these penalties can be quite severe,” said Mr Murray.

Under the old law the maximum penalty for a first offence was \$75.

That now has been increased to a minimum penalty of \$300 for failing to weigh and a minimum of \$750 if there has been any previous charge.

The maximum penalty is \$2000.

In the past five months, 72 drivers have been fined and the number of charges is rising dramatically as the wheat harvest intensifies.

Ten drivers went through the Magistrates Court on November 8 and this is expected to almost double by the next call-over date, this Friday.

And matters aren't likely to get better for the truck drivers.

The member for Balonne, Mr Don Neal said recently that drivers who overload their vehicles will now be liable to prosecution for driving on any road, following a decision by State Cabinet.

Mr Neal said that this now meant that the Main Roads Police, known to the farmers as “scalies” because of their portable scales, could book drivers carrying overloads on all roads, not just the main roads network.

“Inspectors will now be able to weigh and breach overloaded vehicles on council roads, thereby increasing the life expectancy of these roads,” said Mr Neal.

Feelings have run high as the Main Roads Police, or “Scalies” have lined up trucks along the highway.

Many truckers were angry as wet weather threatened last week and they were held up on the road.

“The “scalies” themselves though are placed in the unenviable position of having a job that makes them the bane of a truck driver's existence and yet as Mr Geoff Wood, Deputy Chairman of the Waggamba Shire says, ensures public safety and saves thousands of dollars in road repairs.

One Main Road's Inspector said that he understood the animosity that many truck drivers felt towards them but as he put it “a job's a job and is a fairly important one at that.”

And that is a view certainly backed up by Mr Woods.

Mr Woods, himself a farmer says that he is fully aware of the problems and concerns in getting wheat to the depots but as a councillor he is also in a position to see the damage and cost that overloading causes the ratepayers of this district.

He says that the damage caused by overloading is clearly evident.

“The Hartman Bridge had over the past two years received extensive repairs and in just the last month it has been substantially damaged,” he said.

“I am absolutely disgusted with some of the ratepayers who do not only overload but overload by 100 per cent”.

“Such massive overloading is an act of willful destruction to ratepayers assets and is approaching the criminal,” he said.

Mr Woods concluded that because of the irresponsible attitude of some of the ratepayers he will have to reconsider the development of further bitumen to the Waggamba division.

“NO PROTECTION AT DEPOT!”

Chairman of Bulk Grains Queensland, Don McKechnie says he is annoyed by a minority of transport drivers who are refusing to stop for Main Roads and Transport Police and then seeking protection in the truck queues at B.G.Q. depots.

Mr McKechnie said that these operators were breaking the law and there would be no protection for them on B.G.Q. property.

In such cases, the authorities by law and also with his permission could apprehend the person or persons concerned even if they were within a depot area.

Mr McKechnie said that during one recent

incident near Goondiwindi, the lives of at least three people were at risk when a truck driver apparently refused to stop at a road block and then ran through another road block operated for Bulk Grains on the Barwon Highway to allow machinery to cross the highway for the construction of temporary storages.

Mr McKechnie said that under the agreement with Main Roads and the Transport Department, truck queues and depot grounds were off-limits to the authorities in normal delivery circumstances.

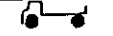
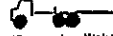
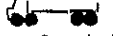
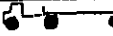


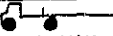
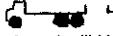
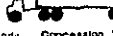


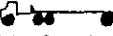


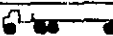






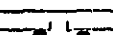



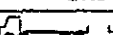
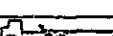

However, when someone flouted the law on the open highway by refusing to stop when requested, no protection would be given by Bulk Grains Queensland, he said.

Grain Concession

Farm to B.G.Q. Country Depot

A Grain Industry Self Regulation System.

Subject to compliance with Manufacturers GVM/GCM rating.

 Code 01 Concession Weight 16.0 t Refusal Weight 16.7 t	 Code 11 Concession Weight 40.7 t Refusal Weight 42.5 t	 Code 21 Concession Weight 43.7 t Refusal Weight 45.6 t
 Code 02 Concession Weight 25.8 t Refusal Weight 26.9 t	 Code 12 Concession Weight 44.7 t Refusal Weight 46.0 t	 Code 22 Concession Weight 43.7 t Refusal Weight 45.6 t
 Code 03 Concession Weight 33.2 t Refusal Weight 34.9 t	 Code 13 Concession Weight 40.7 t Refusal Weight 42.6 t	 Code 23 Concession Weight 67.8 t Refusal Weight 70.8 t
 Code 04 Concession Weight 36.7 t Refusal Weight 38.3 t	 Code 14 Concession Weight 43.7 t Refusal Weight 45.6 t	 Code 24 Concession Weight 75.2 t Refusal Weight 78.6 t
 Code 05 Concession Weight 33.2 t Refusal Weight 34.9 t	 Code 15 Concession Weight 43.0 t Refusal Weight 44.9 t	 Code 25 Concession Weight 78.7 t Refusal Weight 82.1 t
 Code 06 Concession Weight 36.7 t Refusal Weight 38.3 t	 Code 16 Concession Weight 43.7 t Refusal Weight 45.6 t	 Code 26 Concession Weight 72.2 t Refusal Weight 74.3 t
 Code 07 Concession Weight 35.5 t Refusal Weight 37.1 t	 Code 17 Concession Weight 20.1 t Refusal Weight 21.0 t	 Code 27 Concession Weight 79.7 t Refusal Weight 82.1 t
 Code 08 Concession Weight 43.0 t Refusal Weight 44.9 t	 Code 18 Concession Weight 27.6 t Refusal Weight 28.8 t	 Code 28 Concession Weight 83.1 t Refusal Weight 85.7 t
 Code 09 Concession Weight 23.5 t Refusal Weight 24.5 t	 Code 19 Concession Weight 43.7 t Refusal Weight 45.6 t	
 Code 10 Concession Weight 33.2 t Refusal Weight 34.9 t	 Code 20 Concession Weight 43.7 t Refusal Weight 45.6 t	

NEW PERCENTAGE

CODE

1. - Nil	8. - 7.5%	15. - 7.5%	22. - 4%
2. - 3.2%	9. - 6.8%	16. - 4.0%	23. - 11.1%
3. - 7.0%	10. - 7.0%	17. - Nil	24. - 12.2%
4. - 1.9%	11. - 10.0%	18. - 6.1%	25. - 9.3%
5. - 7.0%	12. - 6.4%	19. - 4.0%	26. - 7.8%
6. - 7.9%	13. - 10.0%	20. - 4.0%	27. - 9.3%
7. - 4.4%	14. - 9.2%	21. - 4.0%	28. - 6.6%



FARM TO B.G.Q. COUNTRY DEPOT VEHICLE LOADING CONCESSION

AS REVISED 1987

A GRAIN INDUSTRY SELF-REGULATION SYSTEM

The Grain Vehicle Concession system which was introduced in 1986 proved to be mutually beneficial to both the industry and the State Government. The Association together with Bulk Grains Queensland and the Barley Marketing Board and Central Queensland Grain Sorghum Marketing Board have reviewed the system with the Main Roads Department.

The System will continue as set out below, with special emphasis on the responsibility of operators to distribute loads evenly over the axles and to load safely having regard to manufacturers' ratings. Enforcement of the requirements will be exercised by Main Road Inspectors if operators fail to act responsibly.

Concession weights have been reviewed in the light of the first year's experience and the recent increase in Queensland's road vehicle limits.

Because the increased gross mass limits are available only where they are within the manufacturers' ratings and those ratings are to be enforced as from August 3, the concession weights will remain unaltered except for Codes 12, 25, 26, 27 and 28 which contain tri-axle articulated trailers. Refusal weights remain unaltered except for Code 12.

THE CONCESSION

- Applies to vehicles carrying any type of grain from farm to B.G.Q. country depots, including certain delivery points used by the Barley Marketing Board and the Central Queensland Grain Sorghum Marketing Board which are under the control of B.G.Q.
- The Peanut Marketing Board, Navy Bean Marketing Board, Rice Marketing Board and Atherton Tableland Maize Marketing Board have all been included in this system, having met the required self-regulation obligations to the satisfaction of the Main Roads Department. Journeys in excess of 100km are not eligible for the concession with these grains.
- Legal load will be the concession weights set out on the reverse and on official truck stickers. They are the weights established for the concession when introduced in 1986 except for Codes 12, 25, 26, 27 and 28.
- Individual axle limits will not normally be policed but operators can expect enforcement and the issue of breaches if they fail to distribute the load evenly.
- Operators should be aware that the manufacturer's rating is overriding limit if it is lower for any individual truck. Unsafe operation could result in prosecution.
- The concession weight for each vehicle configuration is shown on the chart overleaf.
- Stickers designed to give easy recognition of each of the 28 axle configurations and their concessional weights will be available from B.G.Q. depots.
- Vehicles carrying wheat sold privately under permit and vehicles delivering grain to merchants or end-users through private sale are not eligible for the concession and will be subject to normal weight limits.
- Deliveries direct to port, whatever their origin, are not eligible for the concession (except for small number of growers close to Brisbane, Mackay and Gladstone for whom the port has traditionally been recognised as their natural depot).

SELF REGULATION

- B.G.Q. will administer self-regulation on behalf of the industry. However loads exceeding the concession weights will still be liable to checking on the road and to prosecution for breaches though the aim of self-regulation is to make it unnecessary for mobile patrols to operate at harvest. Mobile patrols may nevertheless be required if operators fail to comply with even distribution over axles and safe loading according to manufacturer's ratings.
- Loads which exceed the concession weight but are less than refusal weights will be received at depot but reported to the Main Roads Department. The Department at its discretion will counsel or warn operators considered to be exceeding the concession too frequently. Prosecutions will not be commenced on these notifications.
- Loads which exceed refusal weights will be rejected by B.G.Q. They must return to the farm of origin and will be immune from prosecution provided they do so.
- The Main Roads Department will take action if operators with rejected loads try to circumvent the self-regulation system, for example, by reducing the load at nearby premises and then re-presenting it.

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Vehicle concession system worked well

Queensland's grain vehicle concession system again performed well in the 1987 wheat and barley harvest, according to the Grain-growers Association.

The Association's general manager, George Houen, said depot receipt figures compiled by Bulk Grains Queensland showed that compliance with the concession weights had been similar to 1986, which meant that gross overloading had been virtually eliminated.

The Association and Bulk Grains Queensland would meet Main Roads Department officers soon to review the operation of the system.

Mr Houen said the pioneering self-regulation deal which the grain industry had struck with



GEORGE HOUEN

the Queensland Government had proved itself in reducing road damage and the Government's policing costs, while also helping grain growers to keep their off-farm costs down through slightly

higher legal loads and reduced delays with roadside weight inspections.

With the self-regulation system in place there had been fairly widespread concern expressed by growers over the level of inspection during the recent harvest.

The Association had kept close contact with the Main Roads Department and Bulk Grains to ensure that the mutual co-operation on which the system depended was maintained.

Fairly active policing had been undertaken by the department to ensure that truck operators complied with their obligation to spread loads evenly over the axles.

As a result a number of growers and operators had been issued with breaches and subsequently received warnings or summonses.

Operators using the concession must also observe the requirement to load safely having regard to the capacity of individual vehicles, as specified by the manufacturers' ratings.

There could be problems with insurance cover if an overloaded truck is involved in an accident, especially if the excess load causes or contributes to the accident.

Mr Houen said complications were occurring

with the increasing volume of domestic wheat and barley being sold and delivered privately at harvest time under permit.

The grain was not covered by the grain vehicle concession system and weight-of-load inspectors had to be active at harvest time to ensure normal load limits were complied with by those trucks.