

WHO WE ARE

The Weight of loads group comprise of 4 local government organisations operating in NSW.

- Mid North Group
- North East Group
- North West Group
- South East Group

The Participating member Councils recognise the groups as an integral part of their asset protection, as well as a way to contribute to improving local road safety, through enforcement and education on heavy vehicles, leading to better road conditions for all users.

HOW WE ACHIEVE IT

Education - Education programs are supported by the Weight of Loads Groups to inform operators and members of the public of the following:

- How to load appropriately
- The enforcement consequences of overloading
- The negative impact overloading causes to local road infrastructure

Enforcement - Authorised Officers conduct random mass checks on heavy vehicles to ensure they operate within the legislated mass limits on all roads within the WOL group regions.

Prosecution - The Weight Of Loads Group implements its enforcement through various National and State Acts, Legislations and Laws.

WHY WE RUN THE PROGRAM

- Overweight vehicles damage roads and bridges; this imposes a substantial economic burden to the community to repair the damaged infrastructure.
- Pavement damage can be a contributing factor in vehicle crashes, potholes can damage vehicles and uneven surfaces change the way a vehicle handles resulting in a loss of control.
- Local Government roads are low volume roads covering vast distance; because of limited funding these roads are generally built with limited pavement thickness and are most vulnerable to the effects of pavement loading, due to overweight vehicles.
- Heavy vehicles make up 15% of traffic but 99.5% of the pavement loading.

OUR COMMITMENT

- To reduce the incidents of overloading to increase the useful life of the road pavement
- To treat every truck driver fairly and with courtesy and respect
- To provide a fair appeal process for drivers or operators with legitimate objections to our processes

OPERATING PROCEDURES

Stopping - Driver are required to stop when directed by an Authorised Officer. A driver who fails to stop as directed will be issued a penalty notice.

Safety - In order to utilise a safer, more suitable weigh site, Officers are within their rights to direct the driver of a vehicle up to a 30 kilometres radius or any point in the forward direction of the heavy vehicles journey.

Scale Readings - Drivers are welcome to view scale readings however all directions from Officers must be strictly followed, to ensure safety at the weigh site.

Measurement Adjustment -The amount of the measurement adjustment varies depending on circumstances, such as the type of weighing technologies utilised, notices carried & environmental conditions of the weigh site.

Breach Reports - Are written when a mass limit specified in the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* is exceeded or a vehicle is not in accordance with authorisation. *Ref: NHVR*

Processing - When a Breach Report is processed the next step in most instances is the issue of an Infringement notice. Severe breaches will result in the issue of a court summons.

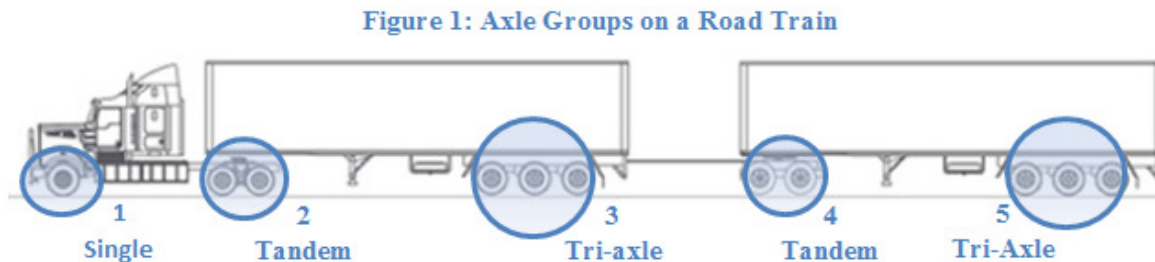
UNDERSTANDING YOUR BREACH

The Weight of Loads Group conducts the weighting of a vehicle in two difference ways depending on the situation.

- 1) By the mass of the axle group.
- 2) By the gross mass of the vehicle.

If the axle group or gross weight exceeds the mass limit a breach report will be issued. The severity of the breach is work out by the percentage of the overloaded axle or gross mass and placed in a risk based category.

Axle Over-load %	Offence	Action
0-5%	Not Comply Mass Requirements Minor Risk	Penalty Notice
5-19.9%	Not Comply Mass Requirements Substantial Risk	Penalty Notice
20% +	Not Comply Mass Requirements Severe Risk	Direct To Court
N/A	Driver Fail to Comply With Direction To Stop Heavy Vehicle	Penalty Notice
N/A	Heavy Vehicle Not In Accordance With Authorisation	Penalty Notice



DEFINITIONS

Tare Weight – Is the unladen weight of a vehicle

Gross Vehicle Mass (GVM) – Is the maximum loaded mass of a vehicle and is specified by the vehicle manufacturer. The GVM is usually displayed on the compliance or identification plate attached to the vehicle.

Gross Combination Mass (GCM) – Is the maximum loaded mass of a vehicle and any trailers it can legally tow and its specified by the vehicle manufacturer. The GCM is usually displayed on the compliance plate attached to the vehicle.

Authorised Officer - A person who holds office under the HVNL as an authorised officer.

NSW WEIGHT OF LOADS GROUPS MEMBER COUNCILS

NORTH WEST

Dubbo
Glen Innes-Severn
Gunnedah
Gwydir
Inverell
Moree Plains
Narrabri
Warrumbungle

NORTH EAST

Ballina
Byron
Clarence Valley
Kyogle
Lismore
Richmond Valley
Tenterfield
Tweed

SOUTH EAST

Cootamundra
Goulburn - Mulwaree
Harden
Junee
Queanbeyan-Palerang
Shoalhaven
Snowy Monaro
Wollondilly
Yass Valley

MID NORTH

Armidale
Belligen
Coffs Harbour
Dungog
Port Macquarie/Hastings
Kempsey
Liverpool Plains
Midcoast
Muswellbrook
Nambucca
Tamworth
Upper Hunter
Uralla
Walcha

NSW WEIGHT OF LOADS

GROUPS

NORTH WEST

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MOREE

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NORTH EAST

PO Box 450

BALLINA

NSW 2478

Phone. (02) 6686 4444

newlog@ballina.nsw.gov.au

SOUTH EAST

PO Box 90

QUEANBEYAN

NSW 2620

Phone. (02) 6285 6000

sewol.inspectors@qccpc.nsw.gov.au

MID NORTH

PO Box 11

GLOUCESTER

NSW 2422

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For more information in regards to the National Heavy Vehicle Regulator please visit their website:

www.nhvr.gov.au



**NEW SOUTH WALES
LOCAL GOVERNMENT**