

NSW
WEIGHT OF LOADS GROUPS
 Member Councils

MID NORTH

(MNWOLG)
 Armidale/Dumaresq
 Bellingen
 Dungog
 Gloucester
 Great Lakes
 Guyra
 Port Macquarie Hastings
 Kempsey
 Liverpool Plains
 Tamworth Regional
 Upper Hunter
 Coffs Harbour
 Uralla
 Walcha

SOUTH EAST

(SEWOLG)
 Cooma – Monaro
 Cootamundra
 Goulburn –Mulwaree
 Harden
 Queanbeyan City
 Palerang
 Shoalhaven
 Snowy River
 Wollondilly
 Yass

NORTH EAST

(NEWLOG)
 Ballina
 Byron
 Copmanhurst
 Grafton
 Kyogle
 Lismore
 Maclean
 Pristine Waters
 Richmond Valley
 Tenterfield
 Tweed

NORTH WEST

(NWWOLG)
 Gwydir
 Glen Innes Severn
 Gunnedah
 Inverell
 Moree Plains
 Narrabri
 Walgett
 Warrumbungle

CENTROC

(CENTROC)
 Bathurst
 Blayney
 Cabonne
 Coonamble
 Cowra
 Dubbo
 Gilgandra
 Mid Western Regional
 Orange
 Weddin
 Wellington

WEIGHT OF LOADS GROUP
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Mid North South East North East

South East North East CENTROC

WEIGHT
OF
LOADS



NEW SOUTH WALES
LOCAL GOVERNMENT

WHO ARE WE?

- Five local government based Weight of Loads Groups operate in New South Wales.
- Sixty councils are members of these Groups which are located in rural and coastal areas of the state.

WHAT WE DO?

- Liaise with Operators to assist with legislative compliance.
- Work in conjunction with the NSW Roads and Traffic Authority (RTA) to ensure that the provisions of the Roads Act 1993, the Road Transport (General) Act 2005 and their corresponding regulations are complied with.
- Patrol State, Regional and Local roads in the participating council areas.
- Conduct random mass checks on heavy vehicles to ensure they operate within legislated mass limits

WHY

- Because overloaded vehicles damage roads and bridges and the cost to the community to repair the damage is extremely high
- Pavement damage can be a contributing factor in motor vehicle accidents
- A standard axle fitted with dual tyress and loaded to 8.2 tonnes will cause 2250 times more damage than a car.
- The same standard axle loaded to 10 tonnes will double the damage to the road pavement.
- Local government roads are low volume roads covering vast distances; because of limited funding these roads were built with limited pavement thickness and are most vulnerable to effects of overloaded vehicles.

OUR COMMITMENT

- To reduce the incidence of overloading to increase the life of the road pavements
- To treat every truck driver fairly and with courtesy and respect
- To constantly improve our quality systems through liaison with industry organisations.
- To provide a fair appeal process for drivers or operators with legitimate objections to our procedures.

WHICH WEIGHT IS WHICH?

Tare Weight – is the unladen weight of the vehicle.

Gross Vehicle Mass or GVM– is the maximum loaded mass for 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 or GCM – is the maximum loaded mass of a vehicle and any trailers it can legally tow and is specified by the vehicle manufacturer. The GCM is usually displayed on the on the compliance plate attached to the vehicle.

Aggregate Weight – means the mass limit of a NSW registered vehicle as it was applied on 1 January 1995 (as long as the vehicle has been continually registered without break from that date).

Mass Limits

State and National Road Authorities set weight limits for axle loadings based on design considerations of the roads infrastructure.

Vehicles must not exceed the lesser of:

- The manufacturers GVM / GCM
- The maximum statutory axle mass limits for individual axles or axle groups and the sum thereof.
- Manufacturer's maximum placarded tyre loading.
- The posted weight of a load restricted road or bridge.

The statutory axle mass limits for heavy rigid vehicles are usually:

②	④
6.0t	9.0t
②	④④
6.0t	16.5t

Full details are set out in the RTA National Heavy Vehicle Reform brochure "Heavy vehicle mass, loading and access" [RTA catalogue No RTA45070666D 96/99] available at RTA Motor Registries or at www.rta.nsw.gov.au

OPERATING PROCEDURES

Stopping – Drivers are required to stop when an officer displays a notice (Whether illuminated or not) bearing the words "STOP" or "RTA STOP". A *Fail to Stop* breach report will be written if a driver fails to stop.

Safety – inspectors are able to direct the driver of a vehicle up to thirty kilometres forwards or five kilometres away from the drivers direction of travel in order to utilize a safer, more suitable weigh site. Worksites are set out using approved Traffic Control Plans

Scale Readings – Drivers are encouraged to view scale readings however due to OH&S requirements all directions relating to safety and the worksite must be strictly adhered to. This may include but is not limited to the wearing of safety vests.

Tolerances – No mass adjustments now replace Tolerances.

Measurement Adjustments – With the introduction of the *Road Transport (General) Act 2005* each weigh site is now categorized and measurement adjustments are determined for the specific site. Once the calculation has been determined, this figure is subtracted from the readings obtained through the initial weighing procedure. The reason for this is to counter any irregularities that could occur due to the weighing conditions.

Breach Reports – are written when a mass limit specified in schedule 1 of the Road Transport (Mass, Loading & Access) Regulation 1996 is exceeded.

Processing – when a breach report is processed the next step in most instances is the issue of an *Infringement Notice*. Substantial overloads will result in the issue of a Court summons

QUALITY ASSURANCE

We will investigate any written representations and investigate instances where our operating procedures have not been followed