

## 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 (RMS) 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 tyres 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 as 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 as 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" [RMS catalogue No RMS45070666D 96/99]] available at RMS Motor Registries or at [www.rms.nsw.gov.au](http://www.rms.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 WHS 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 are no longer applied.**

**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 2005 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

NSW  
**WEIGHT OF LOADS GROUPS**  
**Member Councils**

**MID NORTH**

(MNWOLG)  
 Armidale/Dumaresq  
 Bellingen  
 Coffs Harbour  
 Dungog  
 Kempsey  
 Liverpool Plains  
 MidCoast  
 Muswellbrook  
 Nambucca  
 Port Macquarie Hastings  
 Tamworth Regional  
 Taree  
 Upper Hunter  
 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

**WEIGHT OF LOADS GROUP**  
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Mid North South East North East  
 South East North East  
 Mid North South East North East

**WEIGHT**  
**OF**  
**LOADS**



**NEW SOUTH WALES**  
**LOCAL GOVERNMENT**