

Media Release



LBRCA Applaud RMS for Reducing Red Tape for those in the NSW Livestock Loading Scheme

Last year the LBRCA raised with RMS the process required to transfer a vehicle registered in the LLS from one operator to another, when both operators are enrolled in the scheme.

And the good news is that RMS have enacted a simplified and efficient process to ensure productivity and efficiency of operators enrolled in the NSW LLS are no longer impacted by rigid non-safety related processes.

“There is no longer a need to spend valuable time removing an adhesive LLS sticker, waiting lengthy periods of time for a new sticker to arrive, then reapplying the sticker before an operator can use the vehicle for what it was bought for”, says LBRCA President Lynley Miners.

We advised RMS that the problem lay with the process – once an operator had sold the vehicle, their preparedness to complete further paperwork to relinquish their LLS registration dramatically declined.

This meant that the new owner could not apply to include the vehicle in their LLS accreditation until RMS received notice in writing that the previous owner had relinquished their accreditation for the vehicle.

“Many operators advised of their frustrations of being unable to use a vehicle that had been purchased with the intent of maximising their productivity, and therefore ensuring a return on their investment”, said LBRCA President Lynley Miners.

Confirmed last week at our RMS Quarterly Meeting in Canberra, a new simplified process that enables the transfer of LLS accreditation for heavy vehicles between operators has been agreed.

“RMS processes are now amended so that when an application for a vehicle to be included in an LLS accreditation is received, and both the seller and buyer are already enrolled in the scheme, there will be no need for a disposal notice. This should allow the new sticker to be posted to the new owner immediately without extended delays”, says Mr Miners.

“This is the short-term solution. In the long-term, RMS are working to change the business rules to remove the need to replace the LLS sticker altogether”.

“This is a prime example of ‘cutting red tape’ for our operators. A small change but a change that will relieve operators of additional burden and allow them to get on with trucking”.

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Date: 20 October 2017