

Benefit of Larger Freight Vehicles

Larger Freight Vehicles in Australia today

In recent years some of the greatest gains in productivity and environmental performance in the road freight industry have been achieved through the use of larger and more fuel efficient truck combinations. Higher productivity vehicles were first introduced into Australia during the 1980's and over the resulting years Australia is generally acknowledged to have adopted the most progressive approach to these vehicles throughout the OECD. Continuing the trend of enabling larger freight vehicles to operate on our roads through better road design and greater public consultation will continue to produce big benefits for Australia.

Not every freight vehicle type is permitted to travel along every road. Individual roads have to be gazetted by the State government to allow certain vehicle types to travel them without permits. Certain non-gazetted roads may still be travelled by higher productivity

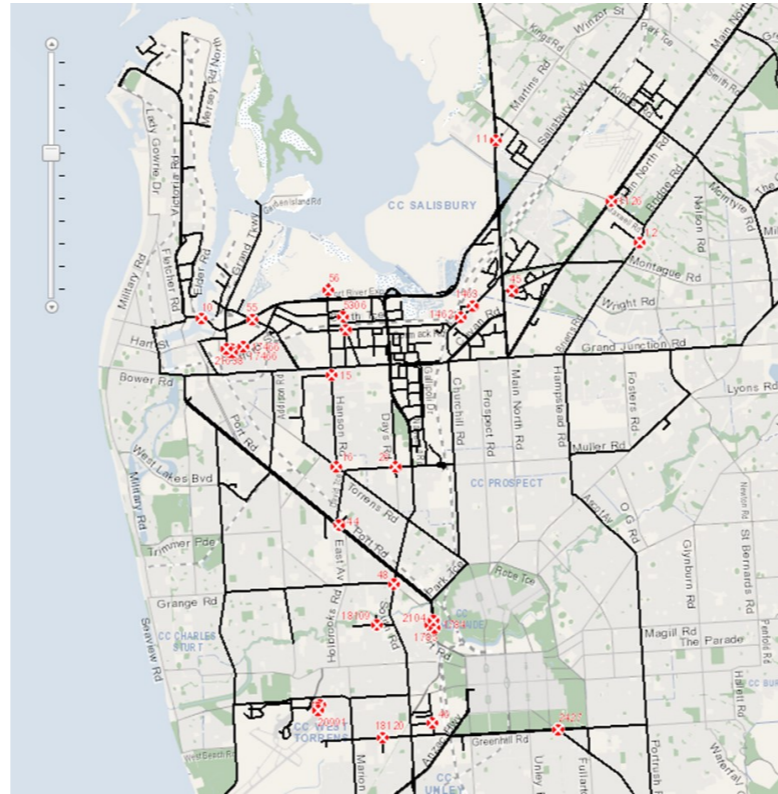
vehicles with the acquisition of a permit from the National Heavy Vehicle Regulator.

The map to the right shows roads in Adelaide gazetted for 23m B Double trucks. The other maps show roads in Adelaide gazetted for 35 m B-Triple. The red circles indicate where certain barriers may apply.

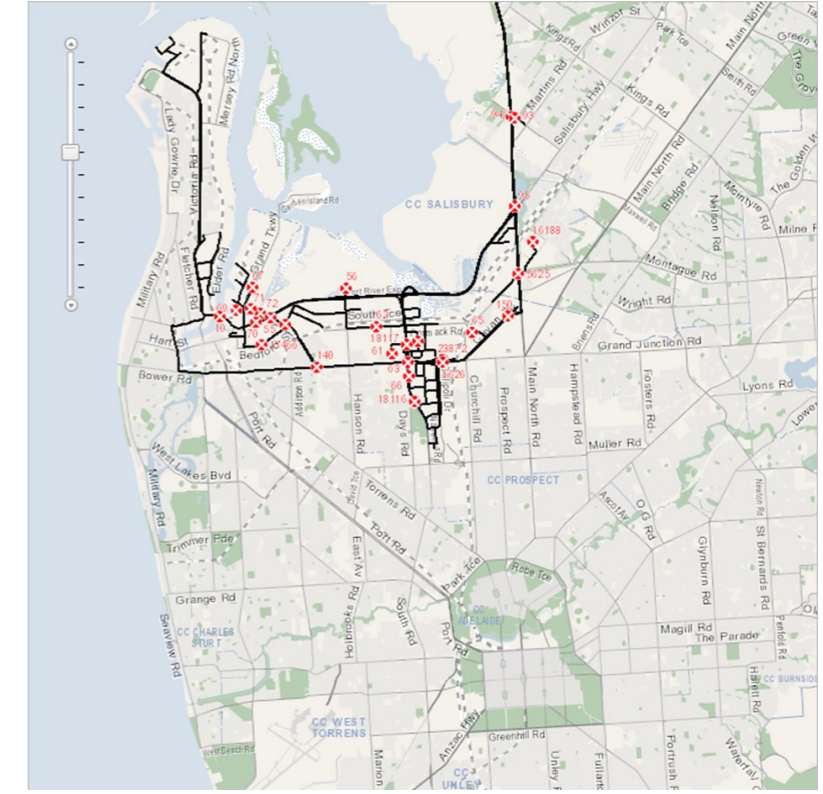
While there is often some opposition from the local community to the use of larger freight units, they have been proven to reduce accidents, lower emissions, reduce truck numbers and lower consumer costs by requiring less trips and trucks to carry the same amount of freight.

With a rapidly expanding national freight task, carrying this load without clogging up the road network, all while attempting to reduce greenhouse gas emissions will need the rollout of larger freight units.

23m B Double (GML) Access



35 m B-Triple Access



Source: SA's Department of Planning, Transport and Infrastructure

Cutting Emissions, Costs and Traffic

Take the example of freight being carried along the Melbourne-Adelaide corridor. Within South Australia's borders, from Bordertown to the start of the South Eastern Freeway at Glen Osmond / Portrush intersection is 265km.

BTRE estimates that 13 million tonnes of freight will pass through this corridor by 2025.

If this was to be carried entirely by Two Axle Rigid trucks, 1,857,000 trips would have to be carried out assuming each trip is 100% laden, (however this is highly unlikely - which would result in the need for more trucks). This would release over 656,000 tonnes of CO2 from burning 226 million litres of diesel.

However if we could theoretically put all freight onto the back of B-Doubles to carry this freight task, we would more than half the emissions produced (318,000 tonnes) and

reduce necessary trips by over 1.5 million (an 83% reduction of trucks on the road). Think about that next time you are in slow moving traffic!

At the moment both the Southern Expressway and the Dukes Highway are gazetted for B-Double trucks, but not for B-Triples (which are largely confined to the north of South Australia).

In another hypothetical situation if we were to further take all the freight from B-Doubles (assuming they carry all the freight in this hypothetical situation) we could further reduce emissions by 59,000 tonnes of CO2 emissions a year and reduce trucks on the road by a further 86,030. This highlights the importance of larger freight units and just hints to the possibilities of how we can effectively achieve the goal of economic growth in a reduced carbon environment.

