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Media Release

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NSW B-Triples Major Break-through for Industry

The introduction of B-Triples and AB-Triples onto select NSW roads has been welcomed by the Australian Road Trains Association (ARTA), ARTA Executive Director, John Morris said today.

Mr Morris said the announcement was a win for industry, and the newly re-elected NSW Government, Roads Minister Eric Roozendaal, and the NSW Roads & Traffic Authority (RTA) deserved to be congratulated.

“We have worked long and hard over seven years with the respective Ministers and the RTA for the recognition of these new multi-combination vehicles as the traditional road train configurations evolve into more modern high-productivity vehicles,” Mr Morris said.

The new access will mean a boost in productivity for those who adapt and comply to the system, with the traditional double-trailer road train gross limit of 79 tonnes increasing to 113 tonnes for the new fully compliant HML AB-Triple configurations.

Mr Morris said the configurations meant vehicles with increased braking and stability, making a more efficient and much safer vehicle, with less road impact.

“While our industry sometimes takes exception to elements of the enforcement applied by this government through the Roads and Traffic Authority (RTA), this is an occasion where they deserve our support for recognising that pro-active policy is essential to addressing the future Australian road freight task,” Mr Morris said.

Joint Government-Industry Steering Committee

Significantly, Mr Morris welcomed the NSW Government's invitation to ARTA to sit on a joint government-industry steering committee advising to the 'NSW Road Train Modernisation Program'.

“This is a welcome step toward the re-establishment of a formal NSW government industry consultative group, which worked successfully in a similar format in NSW in the past,” Mr Morris said.

“It is an essential aspect of state government policy formulation in Queensland and Victoria, as well as national policy through the National Transport Commission.

“This announcement is something we have lobbied the NSW government for long and hard, and we thank them for recognising the importance in engaging industry in their current and future road policy formation.”

(Continues)



National Transport Insurance



Intelligent Access Program (IAP)

Mr Morris noted the Government had declared it will require the IAP on these vehicle types, despite this not being a requirement in other states.

“ARTA appreciate many members of industry are uncertain about the IAP satellite based enforcement and tracking system, and are wary of its future use,” Mr Morris said.

“However ARTA also recognises that some operators may find the benefits of a 24 tonne gross weight increase outweigh the costs and criteria.

“Meanwhile, ARTA will use its role on the new NSW Road Train Modernisation Program committee to powerfully press the Government to ensure that IAP isn't used in an oppressive manner should it become operational,” Mr Morris said.

The initial B-Triple network comprises the following routes:

- **Mitchell Highway:** Dubbo to the Queensland Border via Nyngan and Bourke
- **Barrier Highway:** Nyngan to the South Australian Border via Cobar and Broken Hill
- **Silver City Highway:** Victorian Border to Queensland Border
- **Mid Western Highway:** Hay to Goolgowi
- **Kidman Way:** Goolgowi to Bourke via Cobar
- **Main Road 70:** Byrock to Brewarrina via Gongolgon
- **Oxley Highway:** Gilgandra to Nevertire
- **Castlereagh Highway:** Gilgandra to the Queensland Border
- **Gwydir Highway:** Moree to Walgett
- **Newell Highway:** Narrabri to the Queensland Border
- **All roads in the unincorporated local government area in western New South Wales**

“However it is the likely approval of the following roads that ARTA believes will make Minister's Roozendaal's announcement a true stride forward in safety and productivity for the multi-combination sector,” Mr Morris said.

- **Cobb Highway:** Victorian border to Wilcannia via Hay and Ivanhoe
- **Sturt Highway:** Hay to the Victorian border via Balranald
- **Riverina Highway:** Finley to Deniliquin
- **Newell Highway:** Victorian border to the Griffith intersection
- **Kidman Way:** Newell Highway intersection to Goolgowi
- **Mid Western Highway:** West Wyalong to Goolgowi
- **Parkes-Condobolin Rd via Bogan Gate**
- **Newell Highway:** Dubbo to Gilgandra
- **Newell Highway:** Coonabarabran to Narrabri
- **Kamilaroi Highway:** Narrabri to Bourke via Walgett and Brewarrina
- **Moree-Mungindi Rd via Garah**

All existing road train routes are to be considered for inclusion in an expanded B-Triple network as well as in an AB-Triple network.

“But of course most importantly is the Newell Highway,” Mr Morris said.

“The opening of this most significant piece of road infrastructure to higher-productivity, multi-combination vehicles would set a new standard in service delivery for Australian freight providers.”

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