

Improvements to
FACILITATE
Road Freight

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Road Transport...

Your lifestyle depends on it...



95% of all your needs are carried by trucks

Your Food
From paddocks to the supermarket

Your Home
From the Factory to your home

Your Clothes
From interstate to Your favourite shop

First Lets Shoot The Myths

There's no significant contestability between Road and Rail

- Both play important roles in an effective multi-modal reality

Its NOT a level playing field:

- Rail can legally carry far heavier boxes than trucks
- BUT Rail and their customers need to get legal re how those heavy boxes get to and from railheads
- Or be burned at the Chain of Responsibility (CoR) stake
 - CoR reforms to Heavy Vehicle National Law on 1 Oct will see to that.
 - Executive Officer Liability as well as Corporate Liability
 - HIGH Risk: motorist dies in crash with HV carrying YOUR Over-mass Box

Yeah but what are the Chances eh??

- 93% of fatal car-truck crashes CAUSED by Motorist
 - According to latest NTI Major Crash Study released 2018
- 80% according to SA Government research 2017
- A big risk ... OUTSIDE of your control
- BUT if your Box was significantly over the legal HV limits, YOU will be badly exposed under CoR

Lets Shoot More Myths

We Operate Trucks for Fun ... just carting our own stuff.

- Its almost always a customer's freight
- The freight must and will be moved (mainly by truck)
- The only question is by how many trucks
- Rail also needs to understand that truck operators can't drop everything to rescue rail's customers after major derailments ... the normal frantic response will now expose participants to major CoR risks.

More Myths

Big Trucks are Bad for Roads The Bigger The 'Badder'

- Rubbish
- The axle loadings are the same (within GML HML etc)
- Its **ILLOGICAL** to compare ONE Semi to ONE B-Double
- Road impact assessments should be based on The **TOTAL TASK**
- **40-50% MORE** Semis required IF B-Doubles aren't allowed
 - 50% MORE risk of a fatality caused by a motorist ... more opportunities
 - 50% MORE emissions (fuel and noise) and dust etc
 - 50% MORE HV congestion;
 - Oh and it **COSTS YOU** more Reducing competitiveness of products.

So the FIRST Thing Road Transport Needs Is

OPTIMAL Access for safe Higher Productivity Vehicle use

- Road Managers and Road Authorities MUST FACILITATE this
 - They need to STEP UP and EDUCATE their communities about this
 - They need to STOP using HV Access as a political lever for funding
- The Barossa and like-minded Councils must end the nonsense
- 198 days before giving up on unjustified and irrelevant objections is unacceptable
 - Councils are unwittingly exposing their community to the higher risks and environmental impacts of forcing the use of MORE trucks
 - And they are driving rate payers' transport COSTS UP.

The Access Momentum Needs to Continue



That's a massive improvement to the State's economic cardio-vascular system

The Second Thing Road Transport Needs is:

An effective NATIONAL road freight network that is:

- Fit for purpose for today's AND TOMORROW'S configurations;
- Properly maintained; and
- Complemented by a network of Truck Rest Areas that meet PEAK Demand and actually enable compliance with the law re Fatigue Management.

The Third Thing Road Transport Needs is:

An immediate END to the CURRENT OVERCHARGING of trucks.

Various trials of alternative Charges regimes are under development, including here in SA with the federal and state governments and industry.

This may result in a better and fairer charges regime ...

We shall see.

Thank You.