



***Performance Based Standards in
Australia – Industry in Action***

**IRTEENZ 2006 Convention & Exhibition,
Taupo, NZ, August 2006**

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Victorian Transport Association (VTA)

VTA Background



- Over 100 years old
- Represents over 700 freight logistics and freight user companies
- Leading Prime Contractor / Employer Organisation
- ATA member
- All Modes:
Road / Rail / Sea / Intermodal
- **Industry Voice**
- **Member Resource**

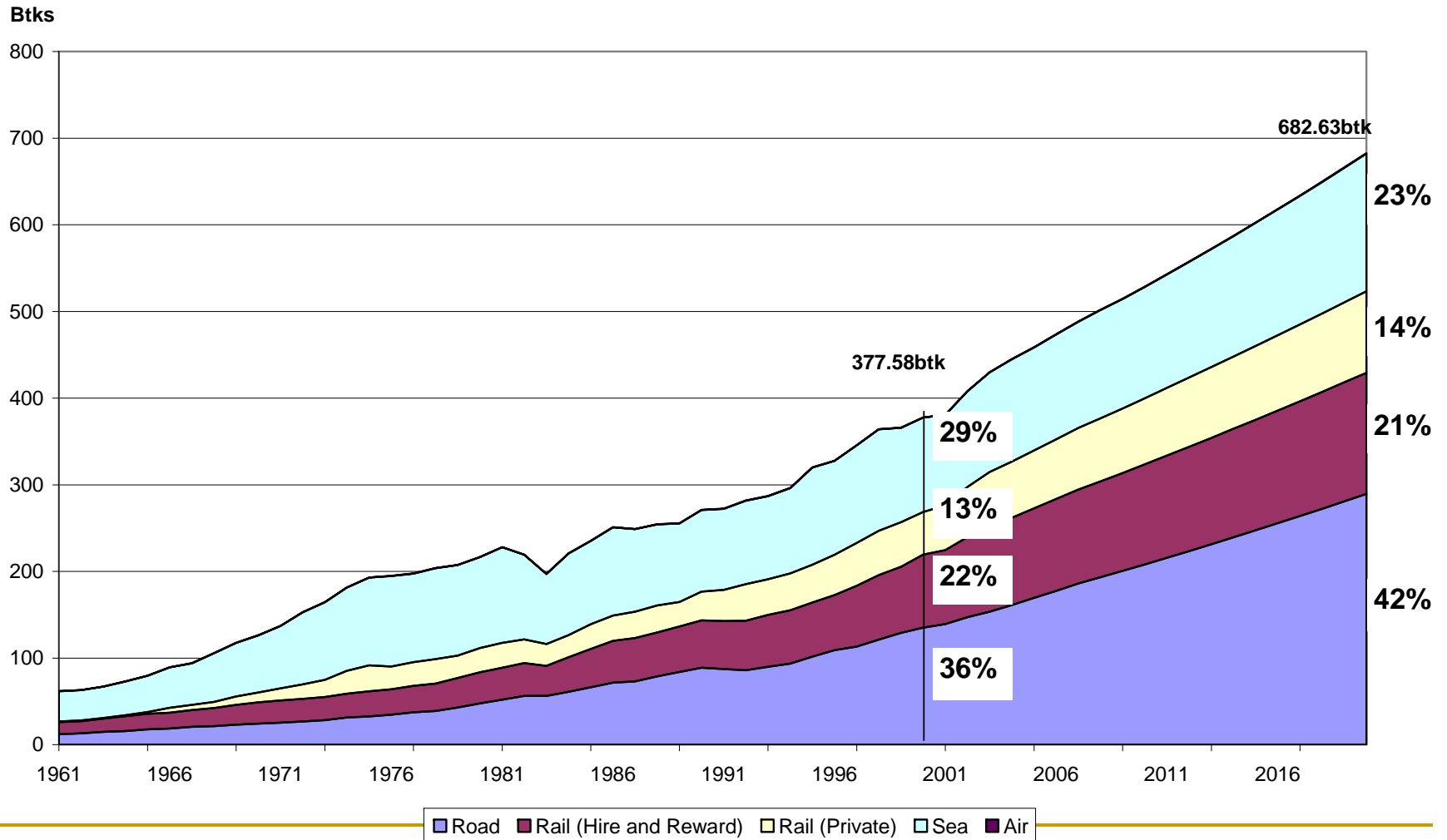


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Australian Freight Forecasts



Modal Split 1960-61 to 2119-20: of the Total (bulk plus non-bulk) Domestic Freight Task



Australian Freight Forecasts



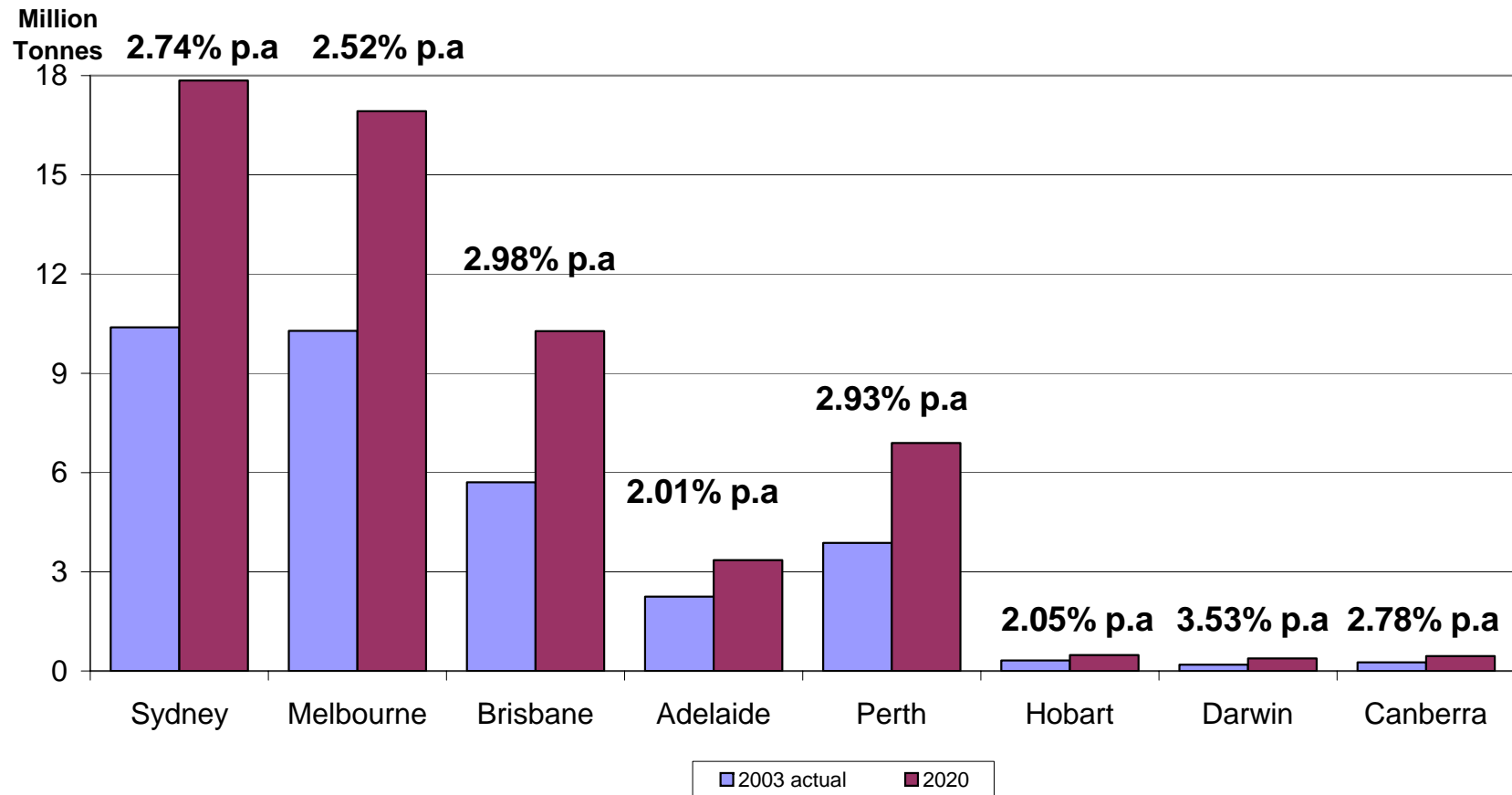
- Total domestic freight task (road, rail, air, sea) growing at a rate of 3% pa 2000-2020
- Road freight more than doubles at 3.9% pa
- Rail sees 2.8% pa growth
- Adverse impacts greatest in urban areas



Freight Forecasts - Cities



Capital City Road Freight Projections

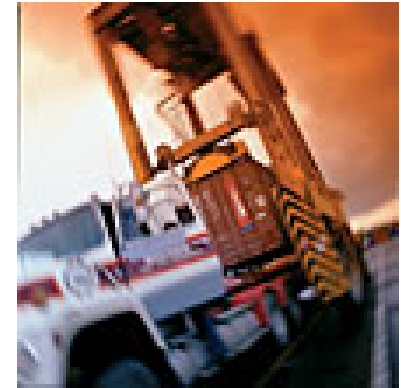


Port of Melbourne – Forecasts



■ Container throughput projections:

- ❑ 2005: 2 million TEU
- ❑ 2010: 2.5 million TEU
- ❑ 2030: 5.5 million TEU (?)



■ Av. Truck Trips per day:

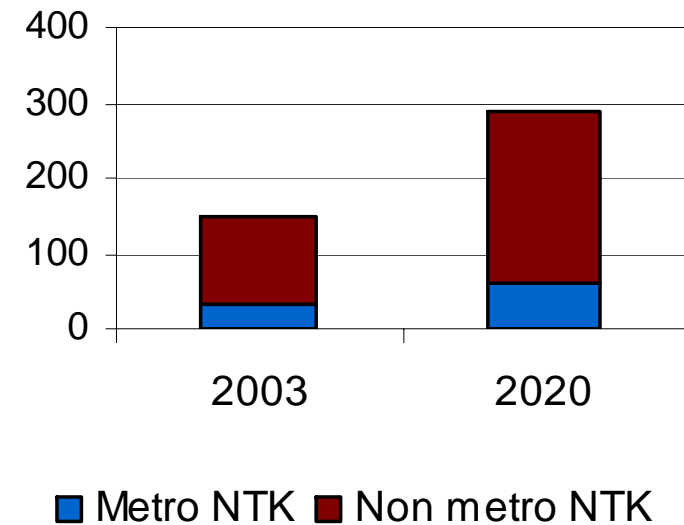
- ❑ 2005: 7000
- ❑ 2030: 16,000 ++ (?)



Australia's Growing Freight Task



- Land transport task to double (2000 – 2020)
- 1 in 4 vehicles in cities carrying freight by 2020
- Do nothing is *not* an option



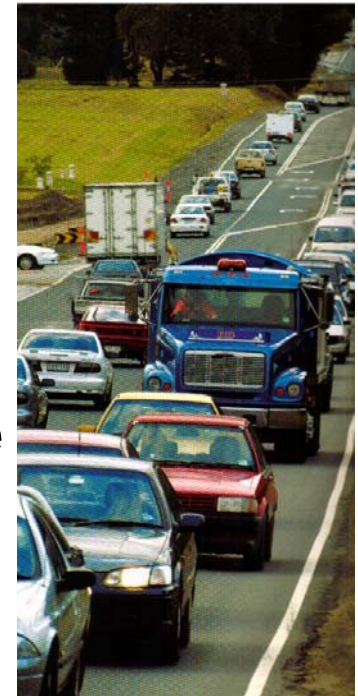
Road Freight (billion t-km)

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Urban Freight



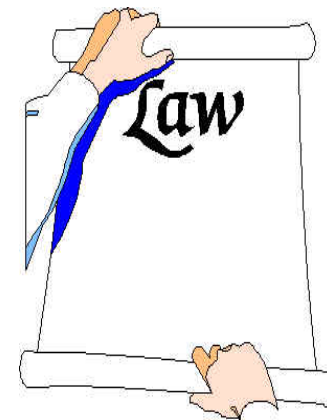
- **Australia is one of the most highly urbanised economies in the world**
 - Only 4% of freight travels between the capital cities
 - Some 70% of freight never leaves urban areas
- **Congestion on urban roads is a growing issue**
 - Congestion costs equate to one quarter of current running costs
 - This will go to around half of running costs by year 2015



Regulatory & Industry Change



- Chain of Responsibility laws – tougher penalty regimes
- OH&S focus
- Mass management changes
- Tighter on-road enforcement
- Fatigue management
- People & skills shortages
- Continued industry consolidation
- Increased customer demands
- New environmental laws



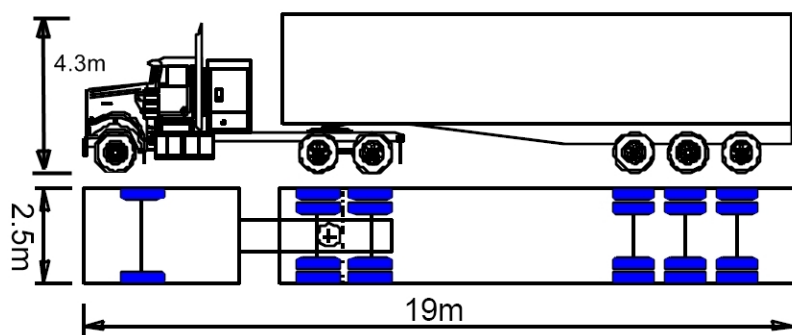
Public “Anti-Truck” Protests



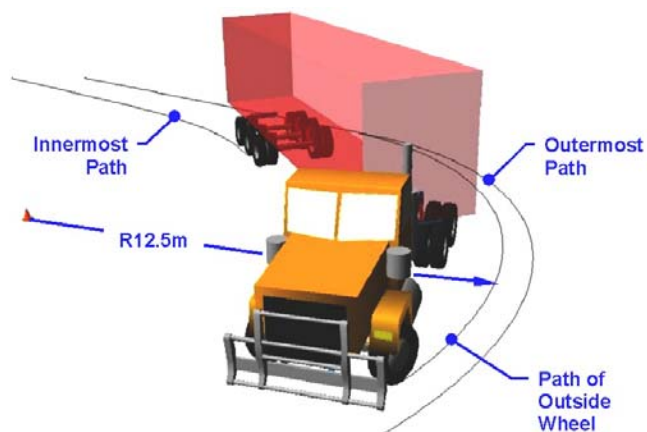


More Flexible Regulations - Focussed on Outcomes

Current Regulations Restrict Innovation!!!

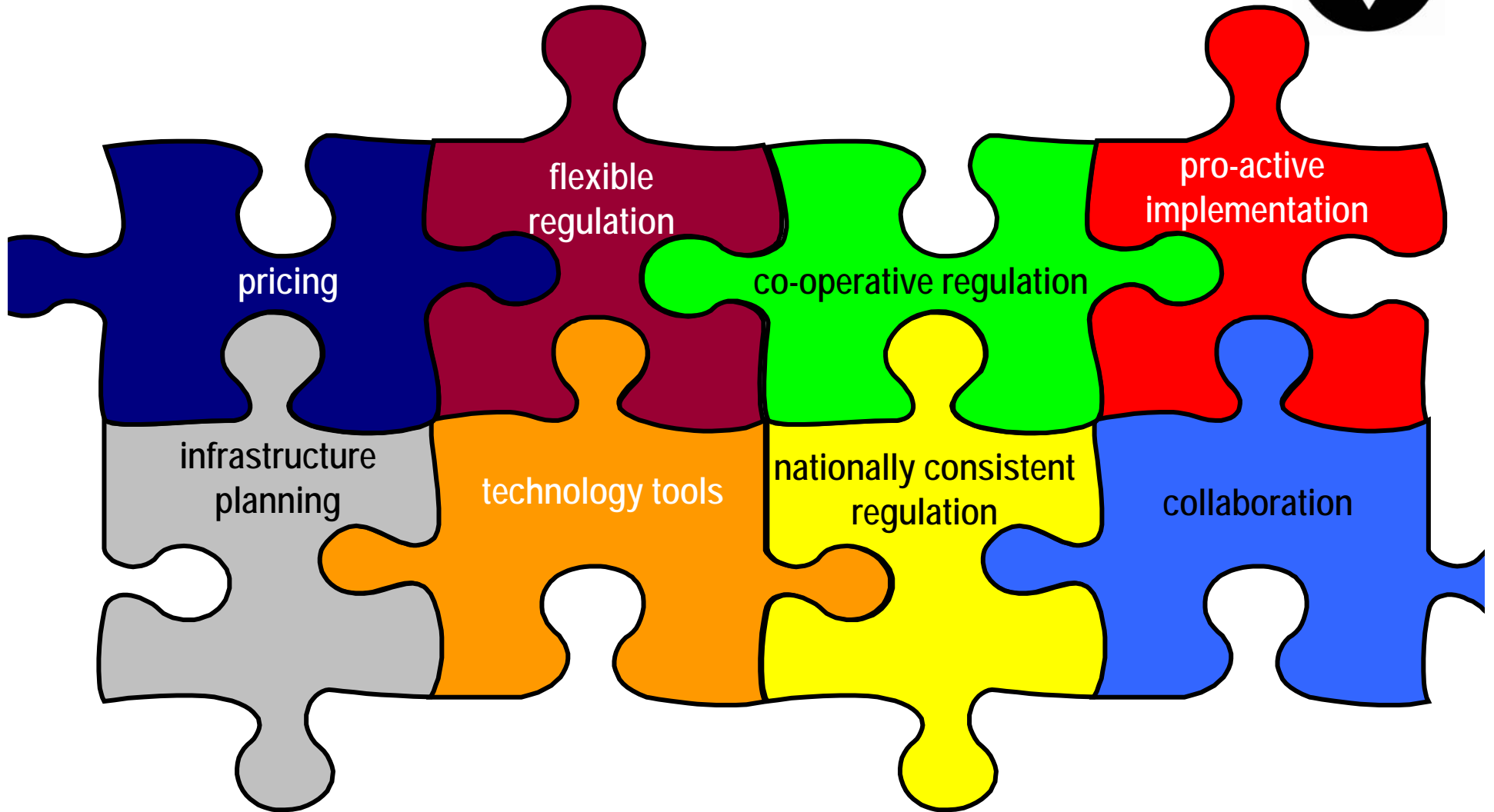


- What the vehicle looks like



- What the vehicle can do

New Reform Approach





***We need to get smarter and
be more productive!!***



COAG Statement – February 2006



- Completion of Performance Based Standards by mid 2007, with implementation of PBS (in all jurisdictions six months later (late 2007))
- Quad axle trailers
- B-Triples – a national network



PBS ... The “Twilight Zone”!

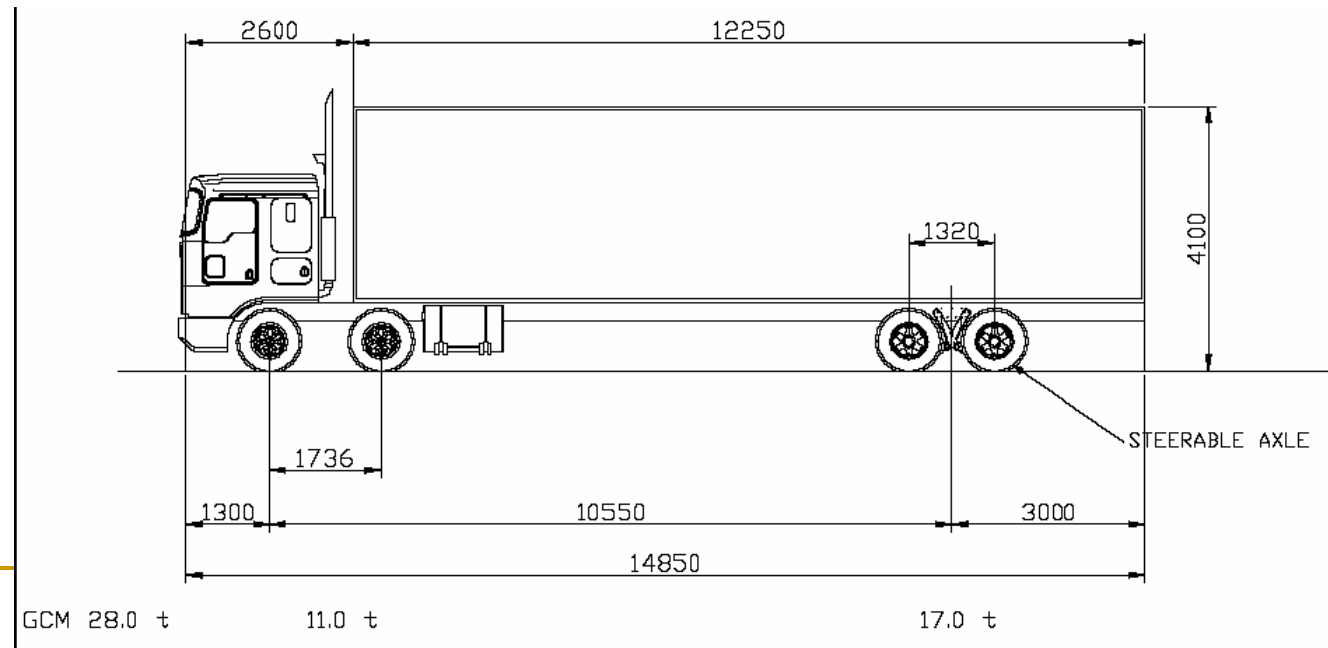


- Currently in an “interim” phase – understandable, but frustrating!!
- Standards still under review and refinement
- Road classification not yet implemented – Access!
- Need to take a “whole of freight task” perspective, particularly re road asset protection standards
- Approval process still being refined
- Call for “binding & effective national decision-making process” – national body needed!

Case #1: Urban Rigid



- Australia Post - 14.85 metres
- Twin steer with one driven axle & steerable rear axle
- 30% overall gain / 20% reduction in vehicle kilometres / 20% reduction in fleet size



Case #2: High Efficiency Container Transporter (HECT)



- Super B-double and 40' x 40' B-double
- Operation on wider network to major freight locations
- 68 tonne GVM / Length 30 metres – study increased weight
- Last axle of each tri-axle or quad-axle group – self steering
- PBS for stability, gradeability & acceleration
- Controlled & sequential braking: Electronic Braking Systems



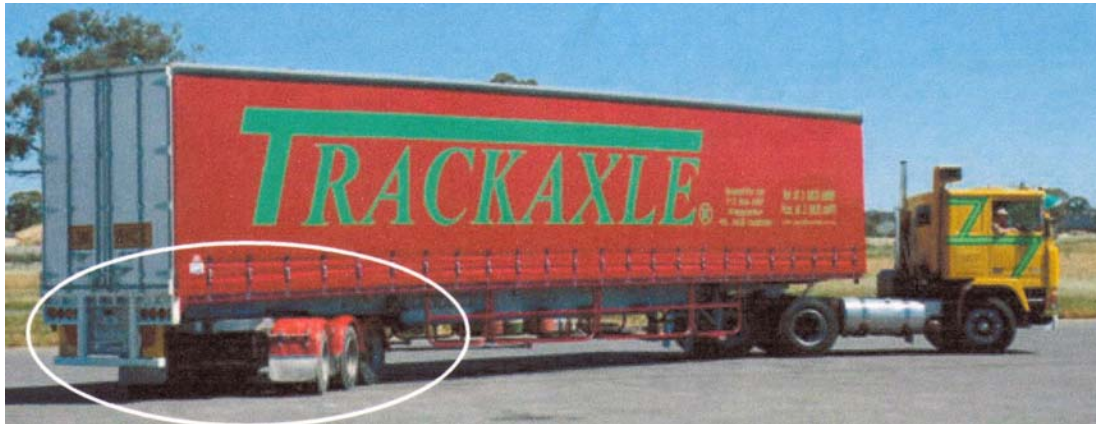
Port Precinct Vehicle (PPV)



- Safe transport of three 40' or six 20' containers
- Port roads only
- 100% increase in efficiency in comparison to a standard 25m B-double
- 132 tonne payload capacity
- Trackaxle active trailer steering technology



Trackaxle Active-Steering System

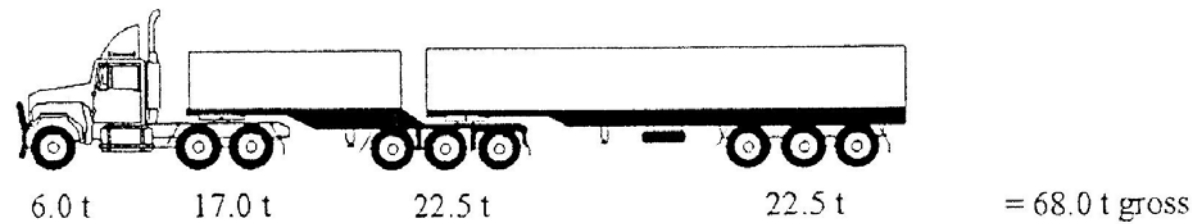


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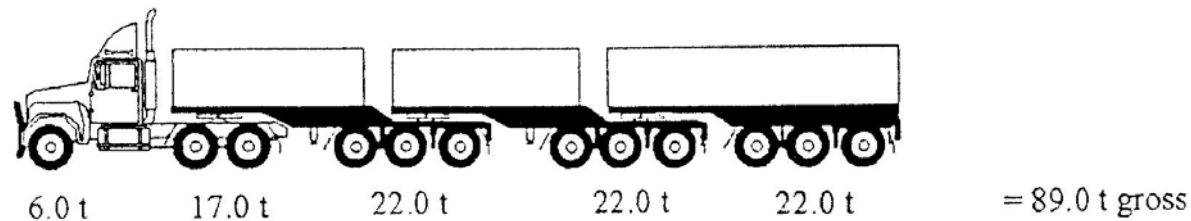
Case #3: Mineral Sands Transporter



- Short wheel-base B-Triple – 89 tonnes GCM
- Meets Level 2 PBS criteria except bridge standards
- For 250,000 tonnes p.a. export freight task
- Would reduce overall vehicle trips by 20% compared with B-double operation



25 m long B-triple



Case #4: 4-Axle Truck / Five Axle Dog



- Twin steer rigid with five axle trailer – 22 metres long
- Current prescriptive rules for truck/dogs = no >19 metres
- 55 tonnes GVM
- Low centre of gravity
- Replace B-doubles performing linehaul tasks and several rigids in local distribution
- Significant fleet reduction (possibly halving fleet numbers)



Conclusion



- Focus of Productivity Improvements
- Regulatory Process:
 - Transparent
 - Nationally Consistent
 - Takes whole of freight task perspective
 - Responsive
 - Encourages innovation



- ***Thank You!!***