

Transport Technology & Productivity 2015



- TRUCKS - 90 PLUS
- OPERATING AREA – SOUTHERN NORTH ISLAND
- 66 YEARS IN BUSINESS
- FOUNDATION MEMBER OF LOG TRANSPORT SAFETY COUNCIL

HPMV

DID THE INTRODUCTION OF HPMV INCREASE PROFITABILITY AND PROVIDE ANY EXPORT ADVANTAGE?

- Not that we have experienced in our operating area given the terrain we load from. The marginal roading as a direct contrast to Kaingaroa and Corporate Forestry mean we have enough difficulty with 4 axle trailers.









- The few Councils that do not subscribe to HPMV seem to be in our area.
- The main roads for our operating areas require HPMV detours off direct route.
- 30 Kilometres x \$3.20 /km detour in one route meant we made \$120 per week with considerable increase in risk exposure to fines and compliance.



TARE: 14.20

GROSS: 44.20

PAYLOAD: 30.00

GENERAL ACCESS – 1st FINE - \$150.00



TARE: 18.20

GROSS: 50.00 - OPERATED TO 49 TONNE FOR TOLERANCE.

PAYLOAD: 31.00

50 MAX. RESTRICTED ACCESS – 1ST FINE - \$2000.00

The real concerns are:

- For my fleet the loss of log lengths in combination under the new rules.
- The drop in safety performance created by the application of new rules to minimize compliance risk and cost against all the proven aspects of the 8 x 4 and 4 axle industry proven units now made obsolete by HPMV.
- The high number of rollover incidents involving 5 axle trailers very similar to the old 6 wheeler and 4 axle combinations proven by our industry research to be more at risk when the trailer is loaded heavier than the truck.
- The history repeating itself today as per the outcomes of the 1995 Serious Truck Crash Review where the 8 x 4 and the 4 axle trailer at 47 or 48 tonne would give you a more economic return as a country and an operator.

SUMMARY:

- These comments are our operating experience.
- In 40 years operating it has never been more difficult to comply let alone achieve cost effective growth in our area.

Thank you