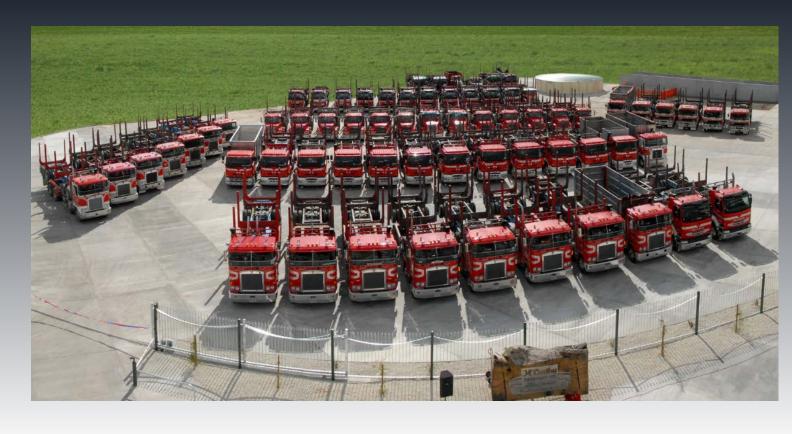
Transport Technology & Productivity 2015





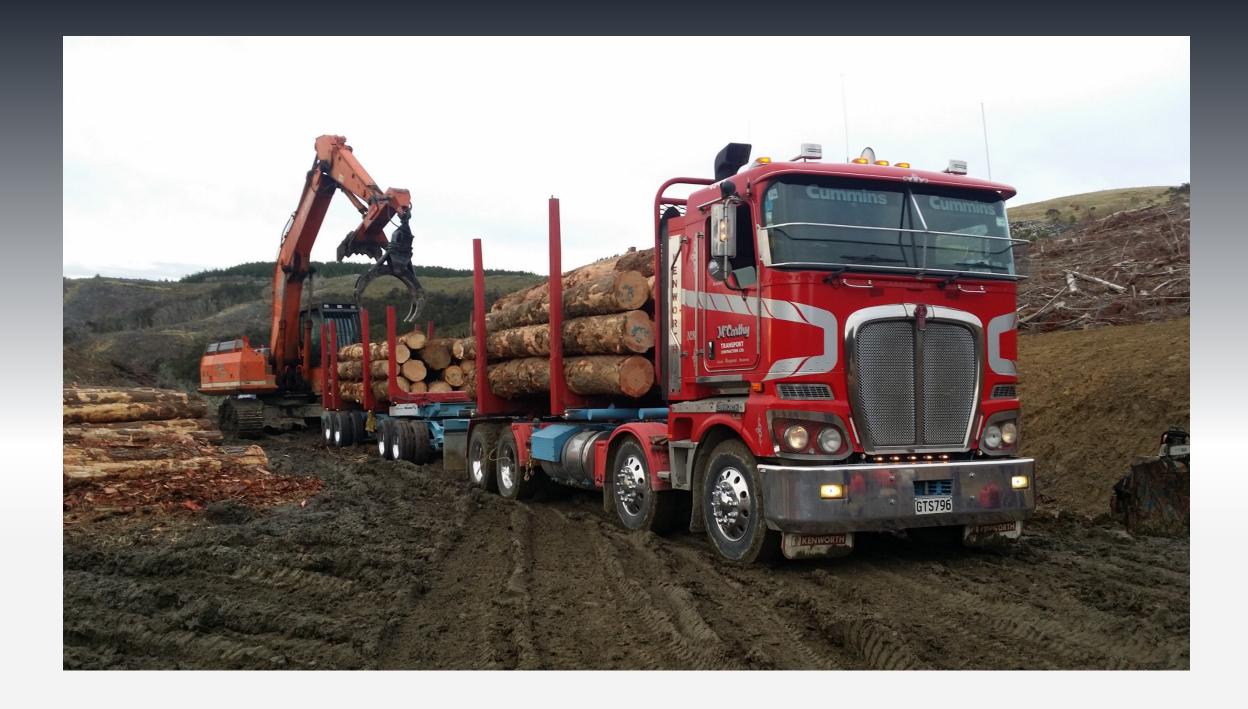
- TRUCKS 90 PLUS
- OPERATING AREA SOUTHERN NORTH ISLAND
- 66 YEARS IN BUSINESS
- FOUNDATION MEMBER OF LOG TRANSPORT SAFETY COUNCIL

HPMV

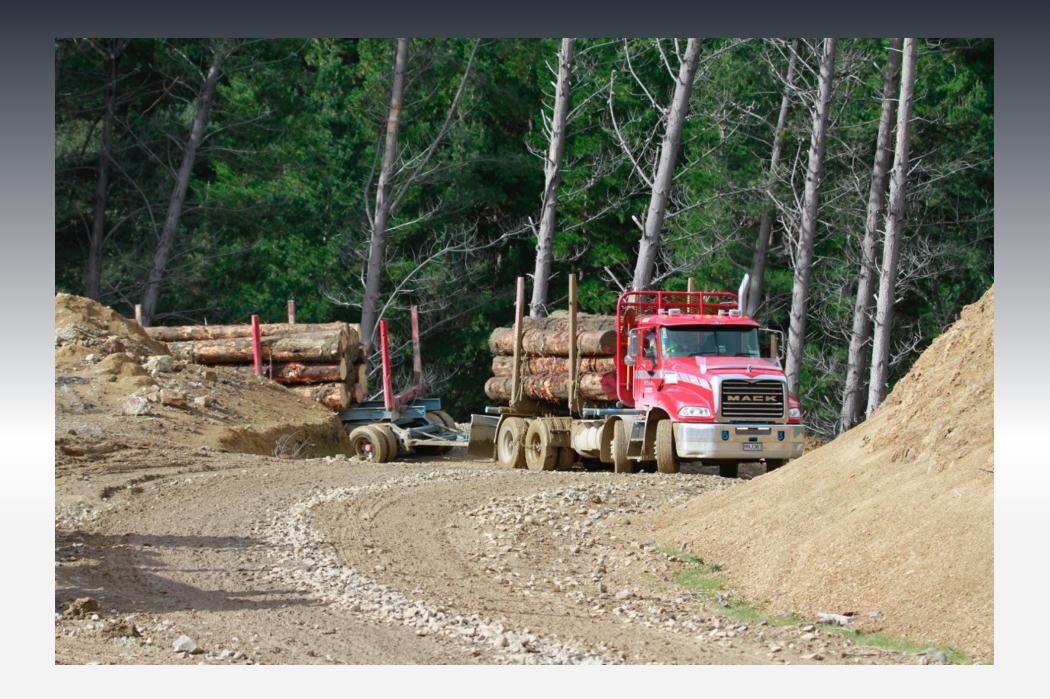
DID THE INTRODUCTION OF HPMV INCREASE PROFITABILITY AND PROVIDE ANY EXPORT ADVANTAGE?

 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