

Technology to deliver productivity,
safety and environmental outcomes

**Have we got the strategies to deliver
the necessary outcomes?**

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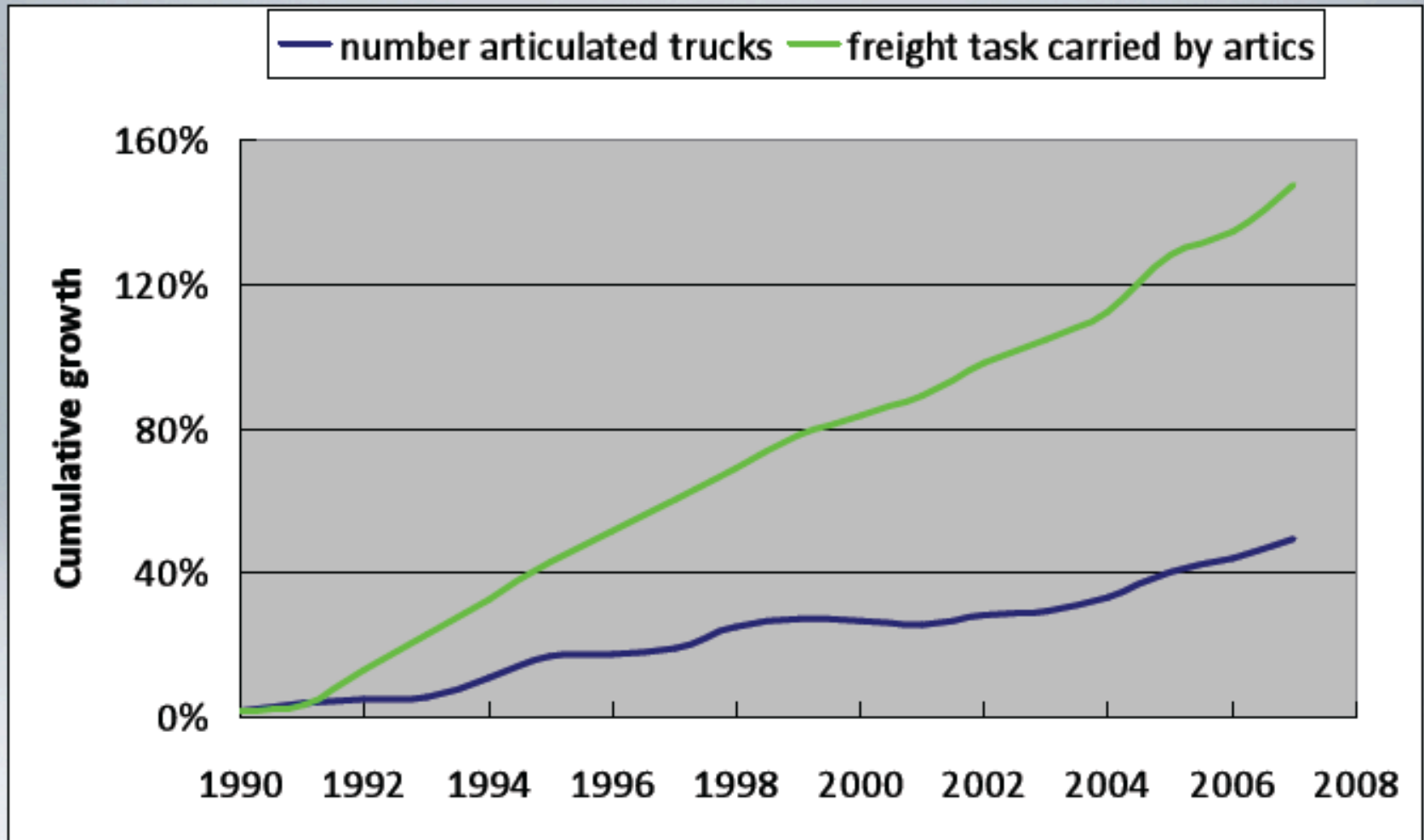
Context

- Increasing growth of road freight
- Increasing costs for road freight
- Increasing urban growth
- Increasing international competition
- Mass vs volume

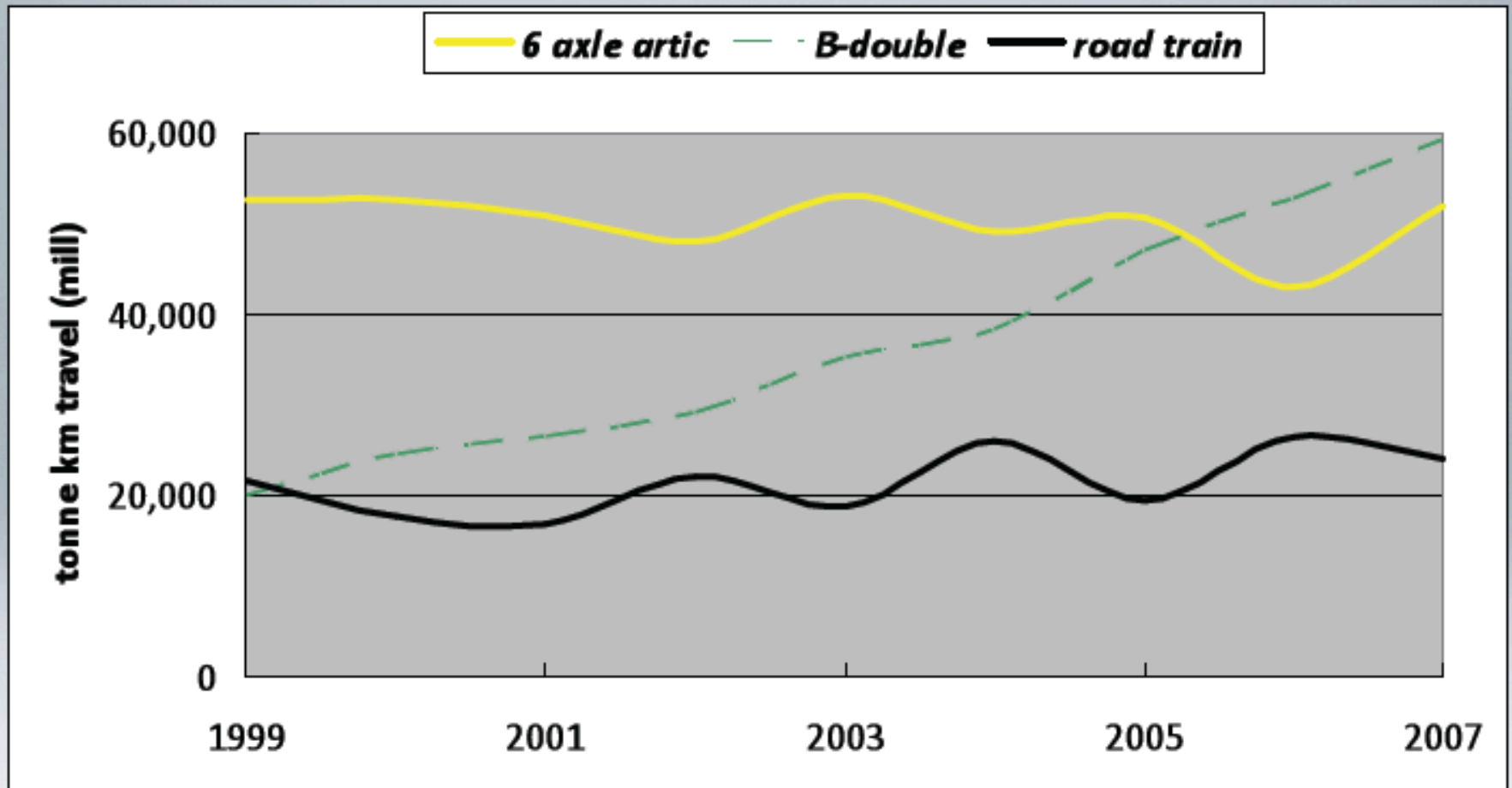
Past Performance

- 1970s – ERVL (NAASRA, mass volume)
- 1980s – RoRVL (NAASRA, mass volume)
- 1990s – MLR (NRTC, mass)
- 1980s/1990s – B-doubles (mass, volume)
- 2000s – PBS (mass volume)

Lessons of history



Lessons of history



Main Constraints

- Governments (including LGAs)
- Public opinion
- Infrastructure including bridges

Solutions (1)

PBS (changes already underway but need more e.g. Review standards, modify compliance requirements, more Blueprint vehicles)

1. Suitable for certain markets eg truck/trailers, tippers
2. Not suitable for standard vehicle configurations eg B-doubles unless use quad axles and infrastructure is above usual standard

Solutions (2)

Modular HPFVs

- BAB quads (<52.5 m)
- AB-triples (42.5m)
- B-triples (<35 m)

HPFVs increase productivity, increase safety and reduce environmental impacts

e.g. B-doubles have saved to 2009:

- 15,000 to 20,000 trucks
- \$12 billion in transport costs
- 350 fatalities and 2,000 serious injury crashes
- 11 million tonnes of greenhouse gases

Productivity, Safety, Environment

- We have got the tools
- Know the strategies
- Need to implement the strategies

Technologies

- Stability control
- Lane change
- Object detection etc etc