



**NATIONAL HEAVY VEHICLE REGULATOR BERRIGAN HEAVY VEHICLE
WORKSHOP**

SPONSORED BY BERRIGAN SHIRE COUNCIL,

Berrigan Sports Ground - 16th May 2017

**OBJECTIVE: TO DETERMINE HEAVY VEHICLE ACCESS PINCH POINTS WITHIN
THE MURRAY REGION AND ACTIONS TO IMPROVE THESE POINTS.**

In Brief the following locations of pinch points were identified in the workshop section of the meeting:

1. Type 1 road train access required on the Riverina Highway from Berrigan to Corowa and onto the logistics Centre in Barnawartha.
2. Pinch point at Wangamong Creek Bridge on Riverina highway preventing access to the Corowa Sale Yards by Type 1 road trains.
3. Railway Crossing Rennie, Riverina Highway, signal timing too short for vehicles longer than B-Doubles.
4. Riverina Highway to Albury – shoulder and bridge issues raised
5. Heavy Vehicle bypass for Tocumwal township to allow Type 1 road train access from east
6. Pinch point at the bridge over the Edwards River at Deniliquin for Higher Mass Limits
7. Oaklands and Corowa Network - Allowed during harvest- Road Train Access but no travel during school bus times is too restrictive
8. Restrictions on travel for larger vehicles outside harvest periods and during school bus times is too restrictive. Need to look at other alternatives such as flashing lights on trucks, speed limits.
9. Restriction on Type 1 road trains with bogie dollies east of Newell Highway

Additional Notes in greater detail are on the following pages

Tim Hansen – NHVR

- Items of concern mentioned to Tim throughout the Information Day so far,
- Bridge at Deniliquin
- Riverina Highway to Albury – shoulder and bridge issues raised
- Tocumwal
- Oaklands
- Access for/Clarification of Bogie Dolly & Tri Dolly

Craig Congram – Finley - Livestock Transport

- Road train route, Berrigan to Corowa Sale Yards, & through to the BP at Barnawartha (Logistics Centre) (State Road – RMS) Transport of livestock to sale yards at Corowa Sale Yards coming from the North Regions, and access back to Corowa truck wash and Amenities and wash out area, amenities that the Corowa Shire have supplied, after unloading at Barnawartha, this also providing a hook up area for local and interstate carriers.
- As this is one of the largest Sale Yards in Australia and Meat Works at Wodonga, carriers coming from southern QLD and throughout NSW, Welfare of the livestock, can be up to 4-5 hours while in trailers are being split & unloaded, and stock unattended. Leaving carriers open to welfare issues, with livestock already travelling lengthy hours. Options of cross loading with other carriers is not only hard to coordinate but dangerous with 3 drivers killed in QLD 2016. Unnecessary Risks.
- Corowa area has major stock and manufacturing facilities, this would benefit immensely from roads opened up to road train access for the grain deliveries and 3 – 4 major fleet companies general freight companies that operate out of Albury/Wodonga would not be running extra trucks to Berrigan to hook up, this would automatically reduce heavy traffic on the road, this must have a safety advantage
- With the huge logistics centre now at Barnawartha, all B-Doubles travelling from QLD currently travelling down the Olympic Way through Wagga, it would be more viable to run road trains down this way if they could get to the front door.
- Tri Dolly – Ridiculous Law, would like to see this changed from making it making it compulsory to run a tri dolly on any of these roads East of the Newell Highway, as this rule was clearly a trade-off by the NSW minister for roads to make it like he cared for safety issues, however, when they decided on this a grain carrier wanted to from Narrabri to Gunnedah they forgot about the rest of the transport industry, there are so many reasons we should be able to run the right equipment for the job we do. The problem with the tri dolly basically is that they are only any good for someone that can complete their job without having to unhook, with other carriers having to split up to run into capital cities this is either encouraging overloading of the back trailer or compromising the weight of the tri dolly and penalising them big time to loading the back trailer legally for the prime mover to drag the extra weight of the tri for nothing
- As far as for Livestock Carriers, we need the rule changed back from the tri to the bogie because within the rules of the toe eye king pin truck of our trailers are now useless to operate the load through from trailer to trailer to be able to load or unload the stock as the distance between the trailers is too great. Also stock trailers were purposely built, some older trailers won't be able to fit a tri dolly under them, some have chassis down through the front floor and would foul a dolly anyway, and other industries would that have purpose built trailers that would need the choice of bogie as well, example being car carriers.
- To the RMS and Tim, this is the reason I feel strongly about today that I have pulled 2 trucks off the road, to actually demonstrate, because for 5-6 years I have tried to get Duncan Gay to come down to this area, the closest I got was for him to pat himself on the back & give a heap of money to Wagga to open that railway bridge which was a good thing, but he

wouldn't come any further south. I have brought a couple of trucks here today for you to have a look at how the cross loading works and take away how it won't work with the tri axle dolly, there is also a float hear opened out to 3.5 metres wide, that is legal to go across the pinch point that the RMS have indicated to me on the Wangamong Creek on Riverina Highway towards Corowa that is said to be too narrow for a road train, well surprise, that road train is the same width as that front one, but the 3.5 metre vehicle behind it is perfectly legal to cross that bridge.

I just hope that the RMS and the NHVR can go back and think about the other transport users of the highway instead of blokes that can pat themselves on the back that they have introduced these rules without considering the rest of Australian transport industry, they have hand strung us

- Pinch point at Wangamong Creek Bridge at the end of the T intersection on Riverina highway, is the only thing stopping us going to Corowa Sale Yards, and if we could pursue it through Howlong across the river and into Barnawatha, that would be the ultimate goal

RMS in Southern region, about 5 years ago they looked at it on Google Maps and said you'll never get it because you've got to go through the townships of Savernake, Burrinja and through the township of Lowsdale, Savernake has no speed limit restrictions through it, Burrinja and Lowsdale is 1 place, by the amount of sapling gum trees growing in the footy grounds now, nobody will care, and the 1 school that is protected by the 40km/hr speed limit and flashing lights. So there is no towns as such to go through, they (RMS) came back to me with that they have looked at it and the bridge is the stop/stalling point

To the Credit of the Berrigan Shire Council, Conargo Shire (now Edward) a lot of the shire roads around here with Lower River Road (Tocumwal) with the narrow one lane bridges and flood ways, out on the Mooney Swamp Road, Box Creek Drainage Channels, all approved road train routes for harvest all-be-it whatever, have all been corrected with give way signs on one approach or the other. My proposal to RMS is put a give way sign on the Albury side of that bridge, it is exactly 2 kms from the T intersection to that bridge, given the majority of trucks going over will be loaded, and any trucks coming back this way, as its dead straight road, they have time to see what's coming, slow down and pull up if something was coming.

Would like to see Riverina Highway opened as Road Train route, pinch point at Wangamong Creek Bridge on Riverina Highway

Kelvin Baxter noted that same issue is with the Wangamong Creek Bridge on the Oaklands Road

Show of Hands = 19

Thank you Craig Congram

Kevin Keenan
Railway Crossing Rennie, Riverina Highway

Brett – RMS

Railway crossing at Rennie, Riverina Highway is part of the problem and the Bridge, have spoken to Craig Gibbons, one of the assessors down here, they have done a trial with one of the operators here about 4 years ago, with a road train, it was identified then the bridge, the Rennie railway crossing, HVNL now as a road manager are now obliged to consult with relevant rail

manager weather the vehicle can go across, at the time its set up for a 30 metre PVSA double to go through, but haven't got the signal timing up to 36 and a half, that's one issue, the other issue is the narrow shoulders on the Riverina Highway in certain areas, have spoken to South West region, it is in the priority list will chase up, they have put in a funding submission to try and get the Riverina Highway shoulders widened, there is a widening program they are trying to get up and running. Since the trial was done, flashing lights have been put at the rail crossing since the trails. Timing of the Flashing signals needs to get to 36 meters at present its 30 seconds

Craig Congram

The problem here is Griffith Hillston Goolgowi problem is coming back to here, we are already East of the Newell Highway and have been for 20 years running this triangle, any RMS representatives at the livestock conferences we go to, nobody want to know about "The Golden Triangle" because it was approved and gazetted 20 years ago. We are made to run on the worst roads in the state/country, single lane bitumen roads, rough corrugations, single lane cattle grids, when you come down here we have a fog line all the way to Albury whether there be narrow shoulders, this is far safe road that where we drive the majority of the time.

Glen Kearny – Barooga

Access Through Tocumwal with a road train from Barooga/Mulwala side the road train route is about 20-25 kms out of our way to get onto the Rocks Road to get back into Tocumwal, and the other issue is driving through the main street of Tocumwal, with the hassles of people backing out and people crossing the street. A closer Bypass around Tocumwal would be more beneficial.

Currently 20kms loop road train route, there is a possible alternative that is about 7 kms, and this includes about 7 stops/turns, where going through town, the issue is people backing out, 1 pedestrian crossing and 1 round-a-bout.

- Tocumwal Bypass

Show of Hands = 11

Glen Kearny

Turning off the Main Street of Berrigan, (Chanter Street), and turning onto the Oaklands Road, (Carter Street), the intersection at the post Office in Berrigan, turning off the Riverina Highway and turning towards Oaklands, reason given was because of the pedestrian median strip in the middle of the road, this is already B Double rated, would like Road Train Access.

If this intersection was suitable for Road train

Show of Hands = 14

Kelvin Baxter – Baxter Transport Berrigan

Road train access from Berrigan to Oaklands, Wangamong Creek Bridge (Oaklands Road), Some of the access conditions example the Berrigan Oaklands road won't let anyone come on or off it, example you can run road train to Newell to Forbes with places where you are not allowed to leave the highway or come onto the highway, because of no slip lanes, something needs to be done, as its only harvest traffic occasionally.

Some the new approvals rate from A to B but you can't get off between A and B

Last year harvest season Danny Glassgo had a permit from Berrigan to Oaklands right through, Kearny's a month ago was knocked back, reason was because of the intersection at the Post Office

Fred Exton – BSC

Issue with that intersection is the RMS have assessed that intersection as not suitable, Shire have allowed traffic up Strathvale Road, Shire have approved permits with access for road trains via Strathvale Road for Oaklands Road.

Kelvin Baxter

- Pinch Point - Wangamong Creek Bridge on Oaklands Road

Show of Hands = 21

Marshall Brooks - Oaklands

Legal loading only puts extra trucks on the road

Oaklands and Corowa Network - during harvest

Open up the local area for general road train access

Show of Hands = 21

Phil Clifton – Burraja

Wangamong Creek Bridge, Riverina Highway

Currently have permit running from Burraja, Corowa sale yards, up through Burraja straight up the Federation Way through Urana to Morundah, Issue with Federation Council the school and bus times getting that clarified, it is restricting, when in the Federation Shire times 7 – 8.30 have to pull up and wait, then when get back to Burraja time restrictions 2.30-4.30, have to pull up and wait a couple of hours.

B doubles allowed to drive through these school zones/bus routes, but the road trains are not, suggested speed limited

The permit access is good, needing clarification with the Bogie and Tri dolly

Matthew Clarke Berrigan Shire Council

Councils will have maps of School Bus routes, sections of roads that are school bus routes, that section wouldn't abide.

Fred Exton

As for Berrigan Shire Council, we would generally only put that limit on, on roads that we've approved that really don't meet the guidelines for approval for road trains, only on minor access roads because of road width and curves, when assessed with the NHVR guidelines it shouldn't be approved as a road train route anyway. The issue we have is the guidelines now are more descriptive and its Council that cop's the risk when approved as a road train route, if the road is approved when it doesn't meet the guidelines, we're exposing the Council to some Risk. Council is trying to mitigate the risks by putting conditions on, and same with harvest conditions, our roads are a lot safer when they are dry than when they are wet particularly if narrow and soft shoulders or if gravel. Restrictions or Conditions can be taken off but that will mean we will be winding back the road train network.

Brett – RMS

Road Manager functions even for the state roads it's the same issue many of the roads are not suitable for the vehicles;

Riverina Highway – shoulder width, strictly by the guidelines it can't get there

Consider Signage if can get the signals up to 36.5 meters (30 seconds) we may be able to look at access

If granted access without conditions, if there is an incident, the first thing is 'Why did you give that access?'

Roads Managers have to go through reasonable steps to either not allow access or if it doesn't meet the criteria how can we provide access under conditions. Most of the time we approve

access with conditions. Need more operator specific details to be able to make a more informed decision.

There is a lot of confusions around this, possible hard to interpret from Councils perspectives, for example PBS, recently applied for a heap of roads around this area, and a lot of roads where knocked back because of road width and judged against road train as the standard. On existing B Double gazetted roads. Understanding conditions apply but they should be likened to existing type combinations, example, there is no school crossing condition for a 26 metre B Double, why should there be for a road train, flat top or dolly

Brett - RMS

Schools P & C Committees, Families, see the bigger trucks as possible risks

School Zone timing is broad across the state

If only 1 truck going through school zone times, could possibly approve, but 1 allowed, everyone else wants to go through there then we've got 6 or more going through and it becomes unsafe for the school environment

Tim Hansen NHVR

Different Vehicle types should be assessed against like vehicle, example was between livestock operator, the local relevant Council and NHVR & talk through the vehicle that's being sorted and it did compare favourably with another already using the network. If the assessment was done was against a vehicle that performed worst than what yours should of than seek an internal review under the law on that basis or phone Council. The assessment goes on the engineering science is of the different trucks, differences with wheel bases and turntable placements.

Marshall Brooks

Has some 8 Trucks registered in NSW and some 20 trailers also registered in NSW, with just all operators here today with trucks registered in NSW, surely the monies from these registrations could go towards fixing up some of these roads, bridges and road widening, we've paid so much money in registrations would like to see spending some of this money on these roads, making them wider and safer

Kelvin Baxter,

Local roads in rural shires, still single vehicle access only lanes, would like to see the shires opening roads up to B Double everywhere, if conditions are appropriate, end of the day, every vehicle that works in and off farms are multi combination vehicles, there are still singles about, but most produce that comes into the area or goes out is on multi combination vehicles. Speed restrictions, Flashing lights, what every is needed to save having to split vehicles, run singles which is uneconomic for operators, Across NSW some areas have opened up with a few exceptions with bridges which are sign posted, we need to move towards reality, risk management assessment by Shires, Asset Maintenance, Safety, Productivity & Sustainability, Rural Shires should gradually get to default B Doubles, then we'll look for road train conditions.

Fred Exton – BSC

Would like to advise that he has be advocating for B Doubles to be classified as general access vehicles for 25 years, get a lot of objections from peers that have got a lot of hills in their shires. Issue from local Government is if you make them general access vehicles and pick the flat areas in the state and say that there is an area in the state is general access vehicle that takes the legal responsibility off the Council in terms of taking responsibility for approving, we can't dodge that

at the moment, doesn't matter what we approve that's not a semi-trailer, as soon as approved the Council is liable, not a risk taken lightly, risk management is getting greater. Example PVS vehicles that are said to be equivalent to B Doubles, that they should be allowed go where B Doubles are approved, but with new assessment guidelines, shires should be back and reassessing whole networks as a lot of roads don't go anywhere near meeting the guidelines.

Kelvin Baxter - Berrigan

Conditions of Providing satisfaction to risk management of providing flashing lights conditions of speed restrictions, showing reasonable steps of defence in the approval process

Fred Exton

If an approved road train route has an accident between a school bus and a road train, Council will end up in Court

Tim Hansen NHVR

Tools are available for assistance for Councils, online route assessments, this is not about infrastructure impact, but will the vehicle fit within the network. Variables including reduced speed reducing the sway factor for different combinations. Examples, in other parts of country, road managers response was that a bridge had to have a \$500,000 upgrade to widen the bridge, but by reducing the speed and install a give way sign in, practical solutions were able to overcome that, undulating country, visibility etc. other factors.

Trisha - Moira Shire

A lot of the reasons we say no to the bigger vehicles is because it's the only way we can restrict the trucks on our roads. We've got a lot gravel roads, that aren't and even some of the sealed roads aren't capable to taking the truck we've got on there now let alone any of the bigger ones, and the maintenance of trying to keep them up to what we have now, so allowing bigger vehicles on them even though they track better, less vehicle on the road, it's the amount of traffic, if opened up to everyday use compared to limited use it's much easier to maintain them with limited use. If you want to go through the Shire use the Vic Roads, if you need to go to an end point or start point or a farm we'll work with you to get you there but it maybe you may not be able to get you there. There's not a lot of our bridges restricted but it's about the widths of road and type of roads cause they don't have the material on there, if we can restrict the vehicles that less maintenance for us. Talk to the Shire before lodging applications.

Moira shire is not open for B Double access all over, only 23-30 roads are B Double rated, B Double Milk Tankers using side roads are on permits or there 19 meter B Doubles that we can't restrict. A lot of the roads are not wide enough.

Dave Howard – Murray Goulburn

NHVR is encouraging operators to invest in PBS and new technology in vehicle higher productivity, it seems lesser vehicle on the road with smarter technology and safer combinations, on the other hand the shires are reluctant to open up the access because of the extra weights, problem is the policy for operating under standard B Double or traditional combination, there not getting hampered by any of these problems, they can run where and when they want to on gazetted networks up to 68.5 tonne, have 10 A Double all 26 metre at a substantial cost to a B Double combinations, in NSW all clear all the way even if over 26 tonne, not general mass limit, we're taking the brunt of the costs for that, this is on the promise from the NHVR that this is the future, to free up the state and move freight more productively. It's a hypocritical thing that you can ask the operators to invest in this technology, where the brunt of bridge assessments and road access assessments and intersection assessments but on the other

hand they are helping out the councils to encourage them to promote these within the shires, they obviously need more money to help fund what they need to do to be allowed to use these high vehicle access vehicles but at the same time where is the incentive for them to do it when you can institute otherwise great systems and not be hampered by them without the extra costs.

Tim Hansen - NHVR

Yes we do encourage the industry to take up more productive combinations, Equally as many conversations with road managers about the benefits about breaking down some of that mythology of those combinations, some of the Byford vehicles as mentioned before, hosting demonstrations days, We could do more, Yes, Could there be more progress, Yes Some operators have elected, as its too hard, to go back to some of the combinations that have bigger networks, equally there have been pockets of progress, we have invested the time in make resources available to road managers, some road managers get the PBS and the high productivity vehicle design better than others, we're investing in a range of videos, online tools, the demo days and events like this, and investing in time in partnership with the local government association of NSW and range of host councils.