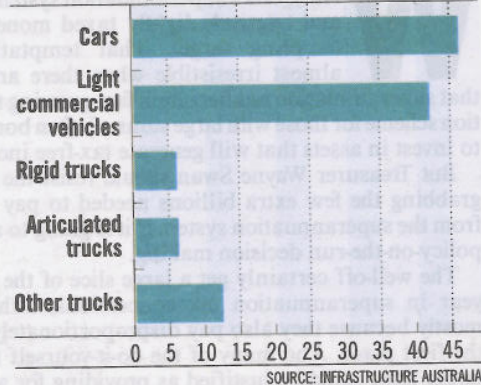


# mode

## Keep on truckin'

Contribution to growth in urban road use (%)



SOURCE: INFRASTRUCTURE AUSTRALIA

relatively quickly. "The Hume is the busiest freight route in Australia by a country mile. It is where we get the biggest productivity benefit, cut costs for moving freight and it's the obvious place to do the trial," Deegan says, pointing to a possible 30 per cent boost to productivity if B-triples are allowed to use existing road train networks.

In Victoria, B-triples use a fully duplicated carriageway on the Melbourne-Geelong route. There are some type I road train routes in the north west, near Mildura, but B-triples have not been given the go-ahead to operate out there.

The benefits will need to be tested on the 900-odd kilometres from the outskirts of Sydney to outer Melbourne.

Where a B-double will take 26 trips to move 1000 tonnes of cargo, a B-triple will do it in 20 trips.

The resultant fuel efficiencies and lower carbon emissions are just one part of the picture. B-triples are also built using new technology, which makes them safer to drive than many existing trucks.

"The trucking industry understands that," Deegan says. "But the car driving community still need to be exposed to these issues because they are concerned about some of the alarmist stuff you get sometimes about 'monster trucks'.

"The whole idea of a trial would be to engage in those sort of issues."

But a 2010 survey commissioned by the National Transport Commission found that of 1500 city and regional road users questioned about their major concerns while driving, large vehicles only featured in the bottom three concerns.

The NSW government estimates introducing just over 7000 of the higher productivity vehicles (HPVs) could generate \$1.9 billion in savings a year through reduced road fatality costs, reduced vehicle kilometres travelled and reduced carbon output.