

14 : HEAVY FREIGHT TRANSPORT

14.1 FREIGHT TRANSPORT AND ROADS

- a) The government should maintain adequate infrastructure to support high productivity vehicles (HPVs).
- b) The Tasmanian community must be properly consulted and kept fully aware of any proposals to allow the introduction of larger-scale road freight trucks onto Tasmanian roads.

14.2 RAIL FREIGHT

- a) The RACT believes that rail freight should be an effective partner to the transport network in the task of freight carriage in Tasmania.
- b) The Tasmanian Government should develop a Rail 2020 Plan to enable a strategic approach to achieving an effective, efficient and cost-competitive distribution of freight in the State.

14.3 VEHICLE COMPLIANCE

- a) The Government must ensure adequate resources are provided in the Vehicle Standards Branch to administer vehicle compliance standards.
- b) With increasing freight movement by road, the Government should refurbish and regularly operate all existing truck weight checking stations together with identifying and building new ones where required on key road freight routes, such as on the Midland Highway between Brighton and Launceston north-bound.
- c) A strategy to address the weight-checking system deficiencies should be funded as a priority.

14.4 TAXATION

- a) Heavy vehicles should pay taxation reflecting the extra wear and tear on the road network imposed by these vehicles.

14.5 ENFORCEMENT

- a) Heavy vehicles should be subject to similar enforcement regimes as motorists. In addition, specific regulations relating to trucks, such as speed limiting, should be made known, and should be regularly enforced and infringement levels monitored.

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