

B-double notice request for consent

In consultation with relevant states and territories, the NHVR recently completed a review of the current National Class 2 B-double Notice, which authorises B-doubles to operate on approved roads and under approved conditions. The resulting 'harmonised' notice—the National Class 2 B-double Authorisation Notice 2018—will simplify and reduce the number of access conditions across local government, state and territory boundaries. This new notice will replace the current notice that expires in February 2019.

It is important to note that the new notice will not introduce any new B-double combinations. It will maintain the current access already available for B-doubles with no changes to vehicle types or routes while reducing inconsistencies in road access conditions across participating states and territories.

To introduce the new notice, we are required by the Heavy Vehicle National Law (HVNL) to seek consent from all road managers to the existing B-double networks and the continuation of current general access arrangements. We will be sending out this formal request for consent on Tuesday 12 June 2018. Under the HVNL road

managers have a statutory obligation to respond within 28 days.

What do councils need to do?

We are seeking the support of councils to provide a positive timely response to our request for consent to ensure the continuity of access arrangements for B-double operators. This will ensure:

- B-doubles can continue to lawfully drive on council roads as they do now.
- Councils don't receive increased numbers of permit applications for freight movements that were previously As-of-Right.
- Local transport operators running B-doubles can continue to access depots, feedlots, farms and key freight routes without permits, avoiding significant impacts to local businesses and communities.
- Current day-to-day local transport activities, such as fuel or produce delivery, won't be affected.

For more information about the road manager consent process, call the NHVR Road Manager Hotline on 1300 880 493 or email RM.enquiries@nhvr.gov.au

Some facts about B-doubles

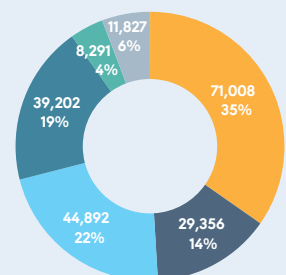
- Although B-doubles comprise only 1% of the freight-carrying vehicle fleet, they transport 35% of the total freight task. This means fewer trips, saving wear and tear on roads and reducing emissions.
- Around 19,000 B-doubles currently operate across Australia. The greatest numbers are in the eastern seaboard states where population densities, and therefore the freight task, are the highest.
- Around 86% of B-doubles are standard (full-size) 26-metre-long B-doubles. The rest are 19-metre-long mini B-doubles.
- While B-doubles only account for 22% of articulated heavy vehicles, they transport 49% of the freight carried by articulated heavy vehicles.
- B-doubles eligible for general access are one of Australia's key freight vehicles for delivering fuel to petrol stations.

Fit for fuel

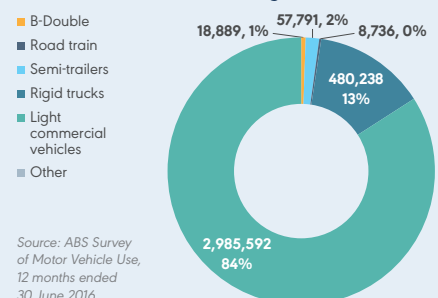
Nineteen-metre B-doubles are widely used to deliver fuel to service stations. They are granted general access, allowing them to easily access service stations, many of which are on roads managed by local governments.

Fuel tanks in service stations are typically in confined areas and require trucks with high maneuverability to access them. Fuel tankers are of a dedicated design and cannot simply be replaced with another type of heavy vehicle. At a mass limit of 50 tonnes, they can carry more fuel and are more productive than a 42.5-tonne single semi-trailer. To deliver 1,000 tonnes of fuel, a 19-metre B-double would require just 27 trips compared to the 41 trips a 19-metre semi-trailer would need to make.

Distribution of freight task by vehicle type (by tonne-kilometres)



Numbers of freight vehicles – all types



Source: ABS Survey of Motor Vehicle Use, 12 months ended 30 June 2016.