

MEDIA RELEASE



QUEENSLAND TRUCKING ASSOCIATION
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TRUCKS ARE NOT BANNED BUT RESTRICTED

Queensland Trucking Association Ltd (QTA Ltd) Chief Executive Officer, Peter Garske has today expressed dismay at the inadequacy of Government advertising to properly explain truck restrictions on the Brisbane Urban Corridor (BUC) which came into effect from today. The consequence has been considerable confusion within the Road Freight Industry.

The facts in relation to this policy initiative are as follows, and can be found on the Department of Main Roads website.

- An offence will only be committed by a truck driver if their vehicle, of over 4.5 tonne gross vehicle mass, enters the BUC at the Goodna junction with the Logan Motorway and proceeds the entire through-route to the Wishart connection to the Gateway Arterial Road without undertaking any legitimate business, or taking legitimate rest periods required under Driving Hours Legislation.
- Vehicles who enter the BUC at any other point either westbound or eastbound will not commit any offence. Consequently all of those trucking businesses whose depots are situated in the Richlands, Acacia Ridge, Archerfield, Rocklea etc locations may continue to lawfully conduct business using the BUC as their local destination excepts them from any offence.
- Similarly any trucking operator servicing customers within the general region and or on the BUC will not be committing an offence.

Peter Garske stated "The Queensland Trucking Association has been involved in detailed negotiation over many years with Queensland Transport, Main Roads and Local Member, and Parliamentary Secretary for Transport Phil Reeves. The outcome, detailed on the Main Roads website reflects that negotiation and acknowledges the responsibility the trucking industry accepts for community amenity and environmental outcomes."

"At no point in any of the negotiation was any data advanced which demonstrates that the heavy vehicle industry is over represented in safety outcomes on the BUC. I understand however that the community does hold certain perceptions which are not supported by any road safety data", said Mr Garske.

During extensive trials over the last 2 years the Government's own analysis demonstrates clearly that the vast majority of articulated heavy vehicles are legitimately in the BUC corridor servicing industry, the community and the States economy. These vehicles will not be impacted on by the restrictions introduced today.

The small number of articulated heavy vehicles, who previously used BUC as a through-route will now be required to use the Logan Motorway connecting to the Gateway Arterial as an alternative route.

Mr Garske concluded "While the media focus has unfortunately been only on articulated heavy vehicles, this restriction will involve all vehicles over 4.5 tonne gross vehicle mass. Accordingly the manufacturing, retail, building and other industries who operate small fleets of body trucks e.g. 4.5 to 12 tonne two/three axle vehicles will need to educate their drivers and employees of the restriction, as I believe it is this sector of the road user groups that will be most affected by the restrictions."

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