

IMPROVING ROAD TRANSPORT FOR PRIMARY PRODUCTION PROJECT



STATUS UPDATE

FEBRUARY 2018

INTRODUCTION

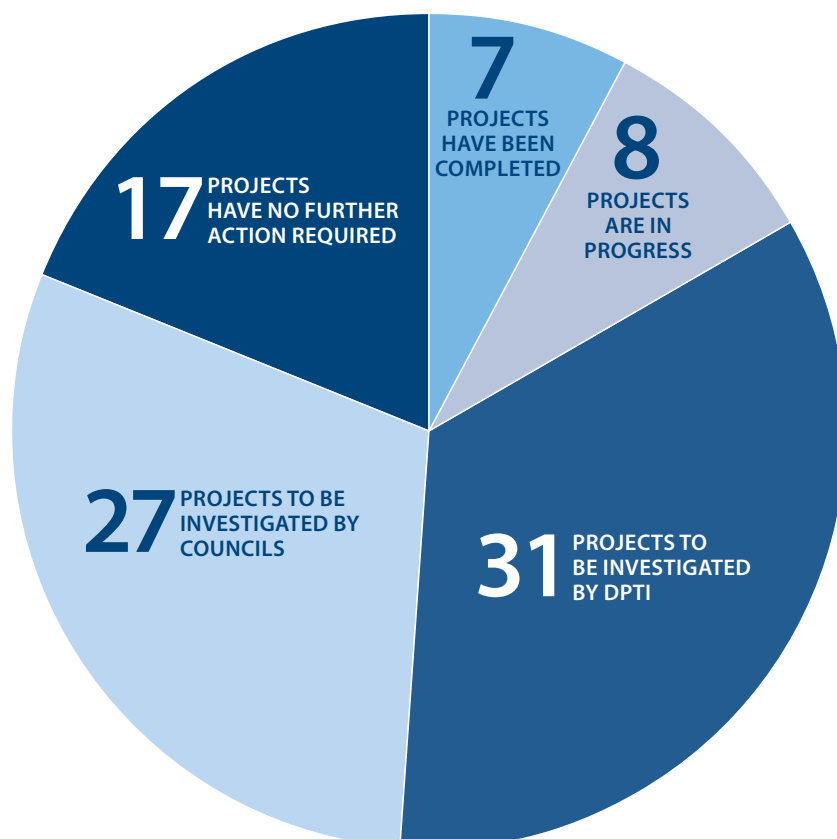
The 90 Day Change@SA project 'Improving Road Transport for the Agriculture Industry' identified opportunities to improve efficiencies in the state's agriculture sector and is delivering significant benefits to primary producers and transport operators.

In 2017, a second survey 'Improving Road Transport for Primary Production' was conducted, building on the success and momentum of the first project.

The survey, which raised 90 issues, asked primary producers and industry groups to identify key issues affecting productivity. A total of 494 respondents participated in the survey. The new survey reached out to new sectors across the forestry, dairy, fresh produce, fisheries and aquaculture industries, as these had minimal interactions with the initial survey..

The project is a partnership between Primary Producers SA, Primary Industries and Regions SA and the Department of Planning, Transport and Infrastructure.

BREAKDOWN OF SURVEY 2 RESPONSES



PROJECT OUTCOMES

TO DATE

7 200 KM OF NEW FREIGHT ROUTES

HAVE BEEN ADDED TO THE RESTRICTED ACCESS VEHICLE NETWORK, INCLUDING **3 760 KM OF OUTBACK TRACK ACCESS**



\$80 million

IN INDUSTRY ESTIMATED BENEFIT FOR BOTH THE TRANSPORT INDUSTRY AND PRIMARY PRODUCERS
AS AT JANUARY 2018



65

PROJECTS COMPLETED

494 RESPONSES IN TOTAL



2/3 OF COMPLETED RESPONSES WERE NEW



REDUCING THE ENVIRONMENTAL IMPACT AND ROAD WEAR PER UNIT OF FREIGHT CARTED.

ENVIRONMENTAL IMPACT OF TYPE 1 ROAD TRAIN TRIAXLE DOLLY HEAVY MASS LIMITS (HML) IS 57% OF THE EMISSIONS/PER 1000 TONNES COMPARED TO A SEMI-TRAILER



NIGHT MOVEMENT (UP TO 4 METRES)



INTRODUCTION OF TRI-AXLE DOLLIES

IN ROAD TRAIN COMBINATIONS

PRODUCTIVITY GAINS

LESS VEHICLES FOR THE SAME FREIGHT TASK



LOG BOOK EXEMPTION
REDUCED WORKLOAD

THE UPGRADE OF ACCESS TO A NUMBER OF VITERRA SITES HAS ALLOWED **IMPROVED EFFICIENCY** FOR PRODUCERS AT HARVEST



FREIGHT TRANSPORT ROUTE EXTENSIONS BY ADDRESSING 'MISSING LINKS'

TOP 10 PROJECT ISSUES OVERALL

COMPLETED SINCE APRIL 2017

Gawler to SA/VIC border	Approved 30m and 36.5m road train (PBS Level 2B and 3A) between SA/VIC Border and Loxton, via Yamba and Stanitzki Road
Burra to Roseworthy	Approved 36.5m road trains HML (PBS Level 3A) on the Barrier Highway and Horrocks Highway
Over Dimensional 5 (OD5) Route Jamestown	Approved 36.5 m road train (PBS Level 3A) to Jamestown Saleyards and approved 26 m B-double PBS Level 2A along OD5 route
Eudunda heavy vehicle town bypass	Approved 30m (PBS Level 2B) road train route from Eudunda Viterra sites along Thiele Highway to Kapunda (and beyond), and addressed missing link in 26m B-double route
Greenfields Industrial Zone	Extension approved for 36.5m road train (PBS Level 3A) on selected roads, with additional roads available on a 12-month permit-based access
SA/WA Border to Two Wells	Approved 42m road train (PBS Level 3B) on Eyre Highway and Augusta Highway
Outback tracks	Approved 53.5m triple road trains (PBS Level 4A) on multiple outback tracks including Birdsville track, Strzelecki Track and Oodnadatta Track linking to Port Augusta and Orroroo
Adelaide Hills freight route	Approved 30m and 36.5m road train (PBS Level 2B and 3A) between Sturt Highway and Murray Bridge, and Taillem Bend to Murray Bridge
Key South East freight routes	Approved 30m and 36.5m road train (PBS Level 2B and 3A) along Dukes and Riddoch Highways, Princes Highway (part) and selected roads in Mount Gambier area
Balumbah to Kinnaird Road	Approved 30m and 36.5m road train (PBS Level 2B and 3A) linking Kimba to Port Neill



MOVEMENT OF AGRICULTURAL MACHINERY ON PUBLIC ROADS

An efficient and effective road network accommodating the movement of agricultural machinery is critical for the productivity of the state's primary producers.

A key outcome of the project so far is the introduction of night movement for machinery up to four metres wide. In addition to this, DPTI is engaging with regional councils to trial additional night movement concessions for producers, potentially resulting in further efficiency gains for farm operations.

The National Heavy Vehicle Regulator is currently working with state transport agencies, including DPTI, on the national harmonisation notice for the movement of oversize and overmass agricultural machinery.

This will provide improved consistency around the broader movement of machinery in particular.

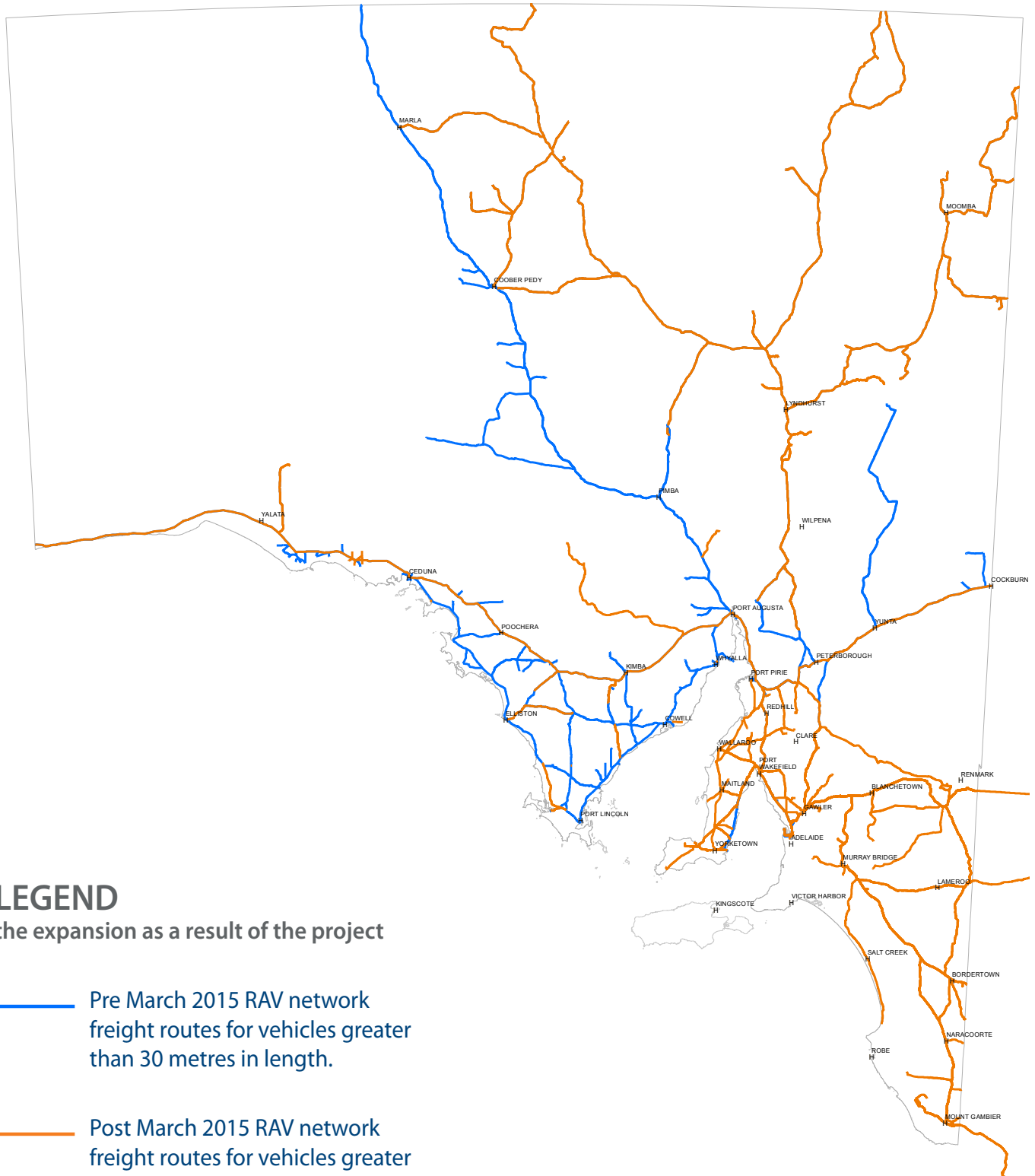
As a project partner, Primary Producers SA will be working on providing further information updates to producers as they become available.



TOP 3 SURVEY 2 OUTCOMES TO DATE

1. Wattle Range Council and District Council of Grant now allow Performance-Based Standards (PBS) Level 2B access (on a permit basis) to a significant portion of their road networks, including permit based approval along Casterton Road to Tower Road near Penola – providing greater access for High Productivity Vehicles and benefits for the forestry industry.
2. The outback tracks freight network in the north of the state has been significantly expanded for 53.5m triple road trains, allowing access to most major tracks.
3. Missing links in the Restricted Access Vehicle (RAV) network on multiple routes have been addressed, including Rowney Road (near Mundulla), Billiatt Road (Lameroo to Alwoona) and Lincoln Highway.

THE EXPANSION – INCREASING ROAD TRANSPORT ACCESS ACROSS SOUTH AUSTRALIA



LEGEND

the expansion as a result of the project

— Pre March 2015 RAV network freight routes for vehicles greater than 30 metres in length.

— Post March 2015 RAV network freight routes for vehicles greater than 30 metres in length.

To see specific route classifications, visit <https://dpti.sa.gov.au/ravnet>

For more information, visit www.pir.sa.gov.au/agtransport or to leave a comment or idea, email PIRSA.transportproject@sa.gov.au

WHERE TO FROM HERE

All issues raised in the project surveys have been reviewed and prioritised for consideration as part of the State Government's work to improve road freight productivity. This work aims to ensure South Australia's road transport networks remain safe and efficient for all road users.

A number of projects identified in the surveys have been successfully submitted to the Australian Government, resulting in further funding to address freight issues. The information provided by stakeholders to the project surveys will continue to be used to inform future submissions when opportunities arise.

If you have an issue to raise, please contact your relevant road manager (for major roads, DPTI or for local access, your local council).

View the full list of issues raised from the second survey at www.pir.sa.gov.au/agtransport



SURVEY 2 RESULTS

COMPLETED

LOCATION	ISSUE
Kapunda	Permit 26m B-double HML on Perry Road and East Terrace at Kapunda
Lyndhurst to SA/Qld border*	Permit 53.5m road trains on Strzelecki track from Lyndhurst to SA/ Qld border
Marla to Lyndhurst*	Permit 53.5m road trains on Oodnadatta track from Marla to Lyndhurst
Marla to Oodnadatta*	Permit 53.5m road trains between Marla and Oodnadatta on Oodnadatta Track
Marree to Birdsville*	Permit 53.5m road trains on Birdsville track from Marree to Birdsville
Mundulla	Permit PBS Level 2B along Rowney Road through Mundulla (missing link)
Roxby Downs to William Creek*	Permit 53.5m road trains on Borefield Road from Roxby Downs to William Creek

IN PROGRESS

LOCATION	ISSUE
Auburn to Bowmans*	Permit 30m road trains between Auburn and Bowmans along Balaklava Road
Eyre Peninsula to Murray Bridge	Permit 36.5m road train HML from Eyre Peninsula (Cleve) to Murray Bridge
Forestry Higher Productivity Vehicle (HPV) access	Improve HPV access for timber industry in SA
Lenswood	Permit 26m B-double on Norton Summit Road and Lobethal Road to Lenswood. Permit 19m HML after consultation with respondent.
Merriton to Wallaroo*	Permit 36.5m road train along Spencer Highway between Merriton and Wallaroo via Port Broughton
Rowland Flat to Lyndoch	Permit 26m B-double from Rowland Flat to Lyndoch (Hermann Thumm Drive) via Barossa Valley Way and council road. Note, Altona bridge is deficient and tight road alignment
Tailem Bend to Port Adelaide*	Permit 36.5m road train between Tailem Bend and Port Adelaide
Viterra – Crystal Brook*	Permit 36.5m road train between Crystal Brook Viterra Bunker site to Viterra Silo site on Frith Road

* already being addressed as a result of survey 1

TO BE INVESTIGATED

LOCATION	ISSUE
Adelaide to Ashton	Permit 19m semi along Magill Road and Norton Summit Road between Pooraka Markets and Forest Range/Uraidla/Ashton
Adelaide to Forest Range	Permit 19m semi trailer HML from Adelaide to Forest Range (including Deviation Road) via Norton Summit and Basket Range Road
Adelaide to Port Lincoln	Permit 44m road train from Waterloo Corner at Adelaide to Port Lincoln Transport terminals via Augusta Highway and Lincoln Highway (plus provide Port Lincoln bypass)
Brinkworth to Snowtown	Permit 36.5m road train along Condowie Plains Road from Brinkworth to Augusta Highway at Snowtown
Buckleboo to Port Lincoln	Permit 53.5 road train from Buckleboo to Port Lincoln via Kimba, Cleve and Arno Bay
Bute to Wallaroo	Permit 26m B-double and 30m road train along Bute Road between Bute and Wallaroo via Kadina
Chain of Ponds Road	Permit 26m B-double on Chain of Ponds Road from Tea Tree Gully to Lenswood. Permit 19m HML after consultation with respondent
Curramulka to Port Giles*	Permit 30m road train from Curramulka to Port Giles via Minlaton
Emu Flat Road and Ngarkat Highway	Improve junction at Emu Flat Road and Ngarkat Highway, vision when travelling west (towards Keith) on Emu Flat Road is not sufficient
Eudunda*	Permit 36.5m road train at Eudunda
Gladstone to Yacka	Permit 36.5m road train along Horrocks Highway from Gladstone to Georgetown, Gulnare, Yacka (south)
Hay Flat Road Normanville*	Permit 23m B-double General Mass Load (GML) or HML) along Hay Flat Road at Normanville to the Normanville abattoirs
Hynam to Frances	Permit 26m B-double HML along Hynam to Frances, currently missing link
Iron Knob to Iron Duke	Permit 36.5m road train between Iron Knob and Iron Duke
Iron Knob to Whyalla*	Permit 36.5m road train between Iron Knob and Whyalla
Lameroo to Tailem Bend*	Permit 36.5m road train along Mallee Highway from Lameroo to Tailem Bend
Lenswood to Adelaide	Permit 26m B-double from Lenswood to Adelaide via Woodside using Tiers Road, Swamp Road, and Vickers Road. Permit 19m HML after consultation with respondent.
Loxton to Tailem Bend	Permit 36.5m road train (HML) along Karoonda Highway from Loxton to Tailem Bend
Maitland to Port Giles*	Permit 26m B-double HML along Spencer Highway between Maitland and Port Giles via Minlaton
Mallala to Blyth	Permit 30m road train along Traeger Road, Balaklava Road and Blyth Road from Mallala to Blyth
Melrose to Gladstone*	Permit 36.5m road train from Melrose to Gladstone via Wirrabara and Laura on Horrocks Highway
Mount Compass to Victor Harbor	Permit 26m B-double along Victor Harbor Road between Mount Compass and Victor Harbor
Noorlook Forest to Portland	Permit 36.5m road train from Noorlook Forest (near Robe) to Portland via Mount Gambier along Princes Highway
Nundroo to Thevenard*	Permit 53.5m road train from Nundroo to Thevenard along Eyre Highway
Onkaparinga Valley Road	Permit 26m B-double on Onkaparinga Valley Road (from South Eastern Freeway to Lobethal) then Lenswood. Permit 19m HML after consultation with respondent.
Port Augusta to Dublin Saleyards*	Permit 53.5m road train along Augusta Highway from Port Augusta to Dublin Saleyards (Carslake Road)
Port Lincoln to Adelaide	Permit 40ft container loads to be 24t rather than current 19.8t (Port Lincoln to Adelaide)
Sandilands to Port Adelaide	Permit 36.5m road train from Sandilands locality (Yorke Peninsula) to Port Adelaide
Shea-Oak Log to Port Wakefield	Check route Shea-Oak Log to Port Wakefield via Mallala for low cables on route
Spalding to Snowtown	Permit 30m road trains between Spalding to Snowtown (via Gulnare and Yacka) along Horrocks Highway and Condowie Plains Road
Sturt Highway/ Airport Road	Heavy vehicles entering Sturt Highway at Airport Road junction (from industrial area) impede traffic flow on highway (existing sealed shoulder)
Viterra – Tumby Bay*	Improve access to Viterra site at Tumby Bay from Bratten Way and permit 44m road train
Wallaroo to Bowmans*	Permit 36.5 road train between Wallaroo and Bowmans along the Copper Coast Highway

* already being addressed as a result of survey 1

TO BE INVESTIGATED WITH COUNCILS

LOCATION	ISSUE
Booborowie Road	Permit 26m B-double along Booborowie Road from Wilkins Highway to Farrell Flat Road then Barrier Highway (requires bridge to be upgraded)
Brooker Butler Road and Barnes Hill Road	Permit 36.5m road train on Brooker Butler Road and Barnes Hill Road, near Cockaleecheie
Butler Centre Road	Poor road condition of District Council of Tumby Bay roads – Butler Centre Road
Callington to Murray Bridge	Permit 19m HML along Old Princes Highway between East Terrace at Callington and Adelaide Road at Murray Bridge
Coonalpyn to Tintinara	Permit 26m B-double between Coonalpyn and Tintinara via Carcuma Road and Heinrich Road (alternative route north of Dukes Highway)
Crafers to Forest Range	Permit 19m semi HML from South Eastern Freeway (Crafers) to Forest Range/Summertown via Piccadilly Road, Tregarthan Road, Stony Rise Road and Norton Summit Road.
Emu Rocks Road	Permit 36.5m road train along Emu Rocks Road near Buckleboo
Green Patch to Port Lincoln	Permit 36.5m road train from Green Patch to Port Lincoln along Green Patch Road and Shanty Wine Road
Horrocks Highway	Improve Horrocks Highway road condition from Roseworthy to Auburn
Kaloonera Road	Tree removal on Kaloonera Road and Emerald Rise Road near Poochera
Kapinnie to Cummins	Permit 36.5m road train HML on Bratten Way from Kapinnie to Cummins
Karkoo to Port Lincoln	Permit 53.5m road train along Tod Highway from Karkoo to Port Lincoln
Lameroo to Tailem Bend*	Permit 36.5m road train along Mallee Highway from Lameroo to Tailem Bend via Karoonda
Langhorne Creek to Barossa	Permit 26m B-double HML from Langhorne Creek to Barossa via Ferries McDonald Road, Schenscher Road, Pallamanna Road, Wagenknecht Road
Lipson to Ungarra	Permit 36.5m road train along Lipson to Ungarra Road by fixing up Bratten bridge
Mail Road, Port Wakefield	Poor access along Mail Road (near Port Wakefield)
Murray Bridge Roads	Poor road condition of Rural City of Murray Bridge roads – Flagstaff Road, Jervois Road, Kepa Road and Jarvis Road
Old Main Road	Permit 36.5m road trains HML on Old Main Road between Birdseye Highway to Arno Bay Road
Palkagee Road	Permit 36.5m road train along Palkagee Road from Hundred Line Road to Council Boundary
Parilla to Virginia	Permit 36.5m road train from Parilla to Virginia along council roads (Longtrail Road, Claypan Bore Road in Southern Mallee), Billiatt Highway, Sturt Highway, Northern Expressway and council roads (Angle Vale Road, Johns Road)
Pipe Road	Permit 36.5m road train on Pipe Road (near Verran) to link to other existing commodity (livestock) routes
Port Clinton to Port Giles*	Permit 36.5m road trains on Clinton Road (to connect with Yorke Highway near Clinton) then travel to Port Giles
Port Vincent	Widen Main Street and Lime Kiln Road at Port Vincent
Redhill to Crystal Brook	Permit 30m road train along Lithgows Road, Walkers Track, Graemoor Road, Arbon Road, Narridy Road and Cattle Track, between Redhill and Crystal Brook
Silo Road	Permit 36.5m road train along Silo Road at Lock (Palkagee Road to Birdseye Highway)
Taylor's Road	Permit 26m B-double HML on Taylor's Road, Penfield Gardens
Tea Tree Road	Upgrade road surface on Tea Tree Road between Yunta and Arkaroola

* already being addressed as a result of survey 1

NO FURTHER ACTION

The issues below require no further action due to:

- low economic and low industry benefit to the state with cost exceeding the expected benefit
- long-term and somewhat broad in their nature, making them difficult to implement
- unsafe or inappropriate nature and will not be implemented
- out of project scope

LOCATION	ISSUE	REASON
Bethany Road and Lights Pass Road	Road condition along Bethany Road (between Barossa Valley Way and Menge Road) and Lights Pass Road (Basedow Road corner to Magnolia Road intersection)	Road condition
Black Range Road	Permit 26m B-double along Black Range Road between Callendale Road and Naracoorte-Robe Road	No further action after investigation
Bower Boundary Road	Permit 36.5m road train along Bower Boundary Road between Sturt Highway and Goyder Highway	Not viable in short term.
Bute to Bowmans	Permit 26m B-double along Bute – Kulpara and Copper Coast Highway between Bute and Bowmans	Existing access
Dublin (Grainflow) to Port Adelaide	Permit 30m road train from Dublin (Grainflow) to Port Adelaide	Existing access
Eyre Highway and Tod Highway	Permit 30m road train along Eyre Highway and Tod Highway from Cummins/Minnipa to Port Lincoln via Cummins	Existing access
King Street, Port Lincoln	Permit RAV along King Street at Port Lincoln to main wharf, currently stops at rail crossing	Private land
Loxton to Port Adelaide	Permit 53.5m road train (HML) (triple and BAB/ABB) along Sturt Highway from Loxton to Port Adelaide and Roseworthy	Not viable in short term. Interim solution underway
Loxton to Taillem Bend	Permit 53.5m road train (HML) (triple and BAB/ABB) along Pinnaroo Road and Karoonda Highway from Loxton to Taillem Bend	Alternate route available
McLaren Vale to Barossa Valley	Permit 26m B-double from McLaren Vale and Willunga to Barossa Valley	No further action after contact with respondent
Minlaton to Kulpara	Permit 30m road train from Minlaton to Kulpara along Spencer Highway and Upper Yorke Highway	Road condition issue – low priority
Robertstown and Eudunda	Permit 26m B-double along Worlds End Highway between Robertstown and Eudunda	Already permitted
Strzelecki Track	Seal Strzelecki Track between QLD border and Lyndhurst	Out of scope
Sturt Highway/ Airport Road	Heavy vehicles entering Sturt Highway at Airport Road junction (from industrial area) impede traffic flow on highway (existing sealed shoulder)	
Taillem Bend to Port Adelaide	Permit 53.5m road trains between Taillem Bend and Port Adelaide by building a bypass of Adelaide Hills	Out of scope
Yorkeys Crossing	Poor road condition of Yorkeys Crossing road, recommend sealing	Road condition

TESTIMONIALS

THE PROJECT'S IMPACT

“ This project shows what government and industry can achieve when we work together and is a great example of collaboration.

The outcomes of this project have seen positive changes and reforms across the state – including agricultural machinery, road train combinations, and intersection and junction upgrades – which primary producers have clearly benefited from.”

Rob Kerin, Chair, Primary Producers SA

“ The 90 day project and resultant follow up has helped out not just Quinn Transport but the rural community as a whole. For example allowing road train access into Laucke feed mill saves running two single trailers from Adelaide.

The introduction of triaxle dollies has increased the pay load thus needing less trucks to do the same work as previously required.

As farm machinery is getting larger we are able to travel on more roads and get the crop in the ground quicker during seeding.”

Scott Quinn, Managing Director,
Quinn Transport & Eyre Peninsula Farmer

“ The project has enabled Vittera to use higher mass trucks at a number of sites across our network and connect growers with domestic and export customers in a more cost effective manner.

Vittera has passed these efficiency gains onto growers who have benefited through our Export Select freight rates.”

Jonathan Wilson, General Manager Logistics and Commercial Relations, Vittera

“ The project was an innovative industry/government collaboration that delivered great improvements in heavy vehicle access at key transit points in SA – as well as improving two way communication and understanding between industry and government.”

Evan Knapp, Executive Officer, South Australian Freight Council

“ The transport project has enabled a raft of efficiencies for livestock producers and agriculturalists generally.

The continuation of the project promises to further these gains as 'first mile' issues are addressed across the state and more areas of need are able to be considered and addressed in a collaborative and "can do" manner.”

Andrew Curtis, Chief Executive Officer, Livestock SA

