



**The Hon Andrew Stoner MP**  
**Acting Premier of NSW**  
**Minister for Trade and Investment**  
**Minister for Regional Infrastructure and Services**

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**MEDIA RELEASE**

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**NSW GOVERNMENT TO HELP INDUSTRY BY  
IMPROVING ROAD FREIGHT PRODUCTIVITY**

Acting NSW Premier Andrew Stoner today said the NSW Government will make it easier for companies in regional and rural NSW to do business by developing safe and sensible options to increase road freight productivity.

Speaking at the Northern Co-Operative Meat Company in Casino this morning, Mr Stoner announced a 12 per cent boost to the number of kilometres of state, regional and local roads made available for the movement of safer and more efficient freight trucks since the March election.

The Acting Premier also announced the start of an in-depth examination into the feasibility of introducing a volumetric livestock loading scheme for NSW.

“For NSW to be Number One again, we need to get it moving again – both by rail and by road,” Mr Stoner said.

“The NSW Government is committed to making it easier for companies like the Northern Co-Operative Meat Company Ltd in Casino to do business, and one of the best ways we can do that is to help improve road freight productivity.”

At the end of March this year, freight trucks operating at more productive mass (weight) limits could only access about 18,400 kilometres of state, regional and local roads.

Today, this number has increased to 20,600 kilometres – a 2,200 kilometre or 12 per cent increase in the first nine months of a NSW Liberals & Nationals Government.

On average, for every B-Double truck operating at a higher mass limit you can reduce the number of semi-trailer movements on the road by nearly 40 per cent.

Mr Stoner said the NSW Government was prepared to explore every option available in its arsenal to help increase road freight productivity, including volumetric livestock loading.

“NSW is the only state in Australia without a volumetric livestock loading scheme, meaning our farmers, livestock carriers, abattoirs, feedlots and saleyards have to pay higher freight costs compared to competitors in Queensland, Victoria and South Australia,” Mr Stoner said.

“Successive city-centric state Labor Governments turned a blind eye to the migration of meat and livestock businesses out of NSW and failed to investigate how road freight policies affected the industry.”

According to the Northern Co-Operative Meat Company Ltd, a 26 metre B-Double truck in Queensland can load approximately 66 to 72 head of cattle, while the same size truck in NSW can only load 56 to 60 beasts (a 15 per cent reduction in overall road freight efficiency).

“The meat company has told me this equates to about an extra 200 truck movements on NSW roads each year – a clear inefficiency,” Mr Stoner said.

“When you consider that on average a B-Double truck loaded with cattle travelling from central Queensland to Casino costs up to \$3,500 each trip, you quickly realise the negative impacts on freight costs and productivity for NSW businesses, not to mention the added ‘wear and tear’ on our roads.

“This leads to safer and more productive results for the road freight network, which in turn leads to enhanced trade and investment opportunities for thousands of businesses in rural and regional NSW.

“The NSW Government will continue to consult closely with industry and local government on this important issue for meat and livestock enterprises in country communities.”

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