

A MODERN TRANSPORT SYSTEM FOR AGRICULTURE - A NEW PARTNERSHIP APPROACH



INTRODUCTION

This report is designed to consolidate thinking around the key road transport issues facing South Australian agriculture.

The Change@Sa project was initiated following recognition by Primary Producers SA (PPSA), Primary Industries and Regions SA (PIRSA) and the Department of Planning, Transport and Infrastructure (DPTI) that a partnership approach needs to be taken in planning a road transport system that meets the existing and the future needs of agriculture.

in line with the State Government's priorities and Strategic Plan.

It is proposed to communicate and discuss the report with farmers, local government and freight operators. These discussions will help shape the response to individual issues.

The project methodology and an overview of the Change@SA process are set out in **Appendix A**.

In particular, PPSA believed its members, as important users of regional and rural road freight services, should be asked their views on how South Australia's road transport could be made more effective and efficient.

In response, a detailed survey was developed and made available to primary producers, transport operators, local government, Regional Development Australia groups and other key stakeholders via the PPSA website.

THE ECONOMIC IMPERATIVE

The South Australian Government's economic priority for the agribusiness sector is "Premium food and wine produced in our clean environment exported to the world".

The survey sought input on three key issues:

Agribusiness in South Australia, which includes food, wine and forestry, is a vital part of the State's economy, generating approximately \$19.7 billion in revenue annually, and accounting for 48% (or \$5.4 billion) of South Australia's total merchandise exports in 2013-14.² The potential for ongoing growth has been significantly enhanced by the Australian Government's new trade and economic partnership agreements with South Korea, China and Japan.

- the movement of agricultural machinery on public roads
- route extensions and allowable trailer combinations
- short-distance or "last mile" access to properties or facilities.

These issues all relate to road access limitations affecting the efficient movement of agricultural equipment and machinery. The survey sought opportunities to improve the efficiency of road freight transport, especially addressing "last mile" access constraints.

As South Australia is a net exporter of food, the development of an efficient and effective road transport system (the only means of delivering goods in most regional areas) is vital for economic competitiveness.

Opening up the road access network to agricultural vehicles by addressing these issues has the potential to allow more agricultural produce to be moved more safely and with less road wear and at a lower cost to the operator and other businesses. It is estimated, for example, that the cost of road freight services from the farm gate to market may account for up to 21 per cent of the indicative farm gate value of products¹.

We need to ensure fresh (time sensitive) products are delivered to markets quickly, safely and with minimal environmental impact. In response to economic drivers, primary producers are using modern larger equipment, which is putting pressure on existing infrastructure and current regulatory approaches.

A total of 680 responses were received.

Transport costs in Australia are rising, with increases in both fuel and labour costs, but there is the potential to unlock significant benefits within the primary production sectors by using new technology more efficiently and operating within a streamlined national regulatory environment. Not only are these road transport solutions going to benefit our agricultural sector, they will also benefit our regions and the broader economy.

The strong survey response provides Government and industry with a clear picture of road access issues relating to the use of high productivity heavy vehicles in agriculture.

This report presents the key issues raised and sets out proposed next steps and pathways for specific initiatives

¹ Goucher G 2011, Transport Costs for Australian Agriculture, Research Report, Australian Farm Institute, Surry Hills.
² PIRSA Food and Wine ScoreCard 2013-14

Early Project Outcomes - Completed or will be completed before end June 2015	
	PRODUCTIVITY GAIN
Approval for BAB Quad and ABB quad road train access to the 53.5-metre road train network between the Northern Territory border and Port Augusta.	At least 8%
Extending the maximum permitted length of a road train prime mover when operating as a semi-trailer from 19 to 20 metres.	At least 10%
Amending the existing SA tri-axle dolly policy to be nationally consistent.	At least 6%
Approval for HML heavy vehicles to access a number of Viterra grain sites.	At least 14%
Upgrading the road access on Carslake Road, Dublin from General Mass Limit (GML) to High Mass Limits (HML).	At least 14%
Increasing from 100 km to 160 km the travel radius beyond which a primary producer must carry and fill out a heavy vehicle fatigue work diary.	Up to one hour per day per driver
Establishing a common registration date to make it easier for a farmer to register multiple farm vehicles.	

BACKGROUND

The issues, responses and discussion highlighted in this report should be considered in the context of the following background. In particular it should be noted that South Australia's road transport network is governed by a regulatory regime involving the State Government, Local Government and the National Heavy Vehicle Regulator operating under the Heavy Vehicle National Law.

This report focusses on the operational efficiencies of the existing road transport network rather than the strategic infrastructure and planning. In particular, high productivity Restricted Access Vehicles (RAV's) and oversized agricultural machinery. RAV combinations are greater than 19 metres in length and have a carrying capacity of more than 42.5 tonnes. These vehicles are only permitted to travel over designated road networks

ROAD TRANSPORT AND AGRICULTURE

South Australia has a road network of approximately 98,000 km, comprising 28,000 km of sealed roads and 70,000 km of unsealed roads.

The State Government, through DPTI, is responsible for almost 13,000 km of sealed roads and, in unincorporated areas, more than 10,000 km of unsealed roads. Local government is responsible for 15,000 km of sealed roads and 60,000 km of unsealed roads, most of it in rural areas.

The State Government generally maintains all arterial roads under its care and control, which typically cater for greater traffic volumes over longer distances than local roads.

The local road network is a vital link providing the connection between the arterial system and points of origin or destination, particularly in its role of connecting business to market. The South Australian Heavy Vehicle Access Framework establishes a system for managing heavy vehicle access within South Australia. It makes clear that because not all road freight vehicles need to use the entire road system, the road system is built to different design standards and carrying capacity. It seeks to achieve a balance between industry productivity and other considerations. It establishes three levels of freight routes:

Key Freight Routes – designed for the movement of freight including major links between important economic regions and freight centres;

General Freight Routes - linking transport depots, manufacturing and processing plants; and

Commodity Freight Networks - providing for the movement of agricultural produce on a limited or seasonal basis where traffic conditions are very low and in most cases limited to particular users transporting agricultural produce.

The Framework also:

- establishes rules for allowing RAVs access to the road network along pre-approved routes or under permit;
- establishes principles for approving RAV access requests and developing RAV routes;
- makes clear Higher Mass Limits may be considered on freight routes that meet road design standards;
- establishes the process for assessing whether rail crossings are able to accommodate RAVs; and
- establishes guidelines for declaring whether certain roads can be used by PBS vehicles.

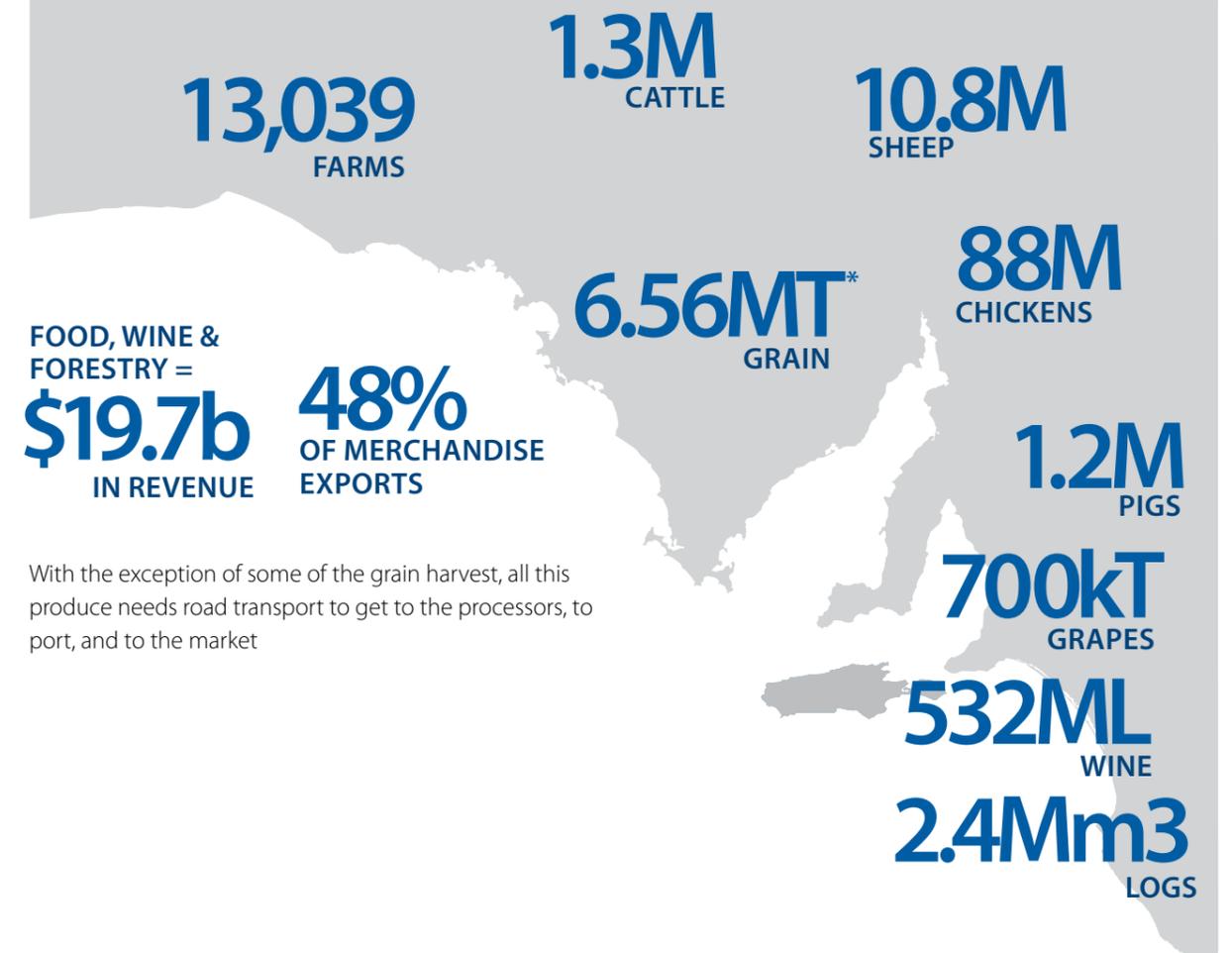
SOUTH AUSTRALIA'S ROAD TRANSPORT PLANNING SYSTEM

Freight routes are intended to cater for freight vehicles 24 hours a day, seven days a week. They need to provide optimal travel efficiency and reliability throughout the day for heavy vehicles, especially when freight and commuter peak periods coincide.

The land freight task is estimated to increase significantly in the future and priorities identified in key strategic documents will guide network planning and provide for South Australia's burgeoning freight task.

Three planning reports – South Australia's Strategic Plan, The South Australian Planning Strategy and The Strategic Infrastructure Plan for South Australia – form

PRIMARY INDUSTRIES – A VITAL PART OF THE STATE'S ECONOMY



With the exception of some of the grain harvest, all this produce needs road transport to get to the processors, to port, and to the market

the foundation for the future of the State's prosperity and sustainability. They are supported and strengthened by local government and private sector plans, along with national plans, such as the National Land Freight Strategy. (See Appendix B).

HEAVY VEHICLE REGULATION

The Heavy Vehicle National Law (HVNL) took effect from 10 February 2014 and currently applies in South Australia, the Australian Capital Territory, New South Wales, Queensland, Tasmania and Victoria. It seeks to improve road freight productivity and efficiency across Australia by providing a national regulatory regime – a single national "rule book".

The HVNL provides the legal framework and processes for managing heavy vehicle operations and access to the national road network and introduces new roles and responsibilities for Road Managers, Road Authorities and the National Heavy Vehicle Regulator (NHVR).

Local government now have much greater authority as Road Managers under the HVNL. They must determine which RAVs (vehicle combinations) are permitted to use their roads, and the conditions under which they must operate.

In South Australia, the Commissioner of Highways is a Road Manager with responsibility for determining access to the State's road network. The Minister for Transport is the Road Authority.

The Road Authority has specific powers under the HVNL in cases where Road Managers refuse to allow access road networks under their care and control.

The Road Authority has the power to overrule a Road Manager's decision to refuse access. This means that DPTI can, under some circumstances and at the request of the NHVR, overrule Road Manager's decision.

KEY THEMES

The following were the key themes identified by the 680 respondents to the PPSA survey:

- extending route access for RAVs
- "last mile" route access issues
- regulation of the movement of agricultural machinery and vehicles
- performance-based standards
- oversized agricultural machinery
- local road access by RAVs

The high response to a survey carried out over the busy harvest period reflects the importance of these issues and the significant interest shown in them.

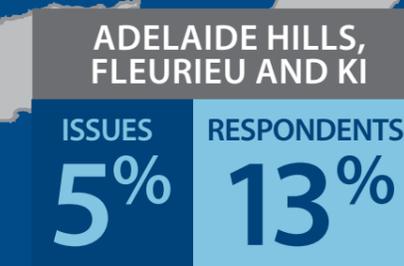
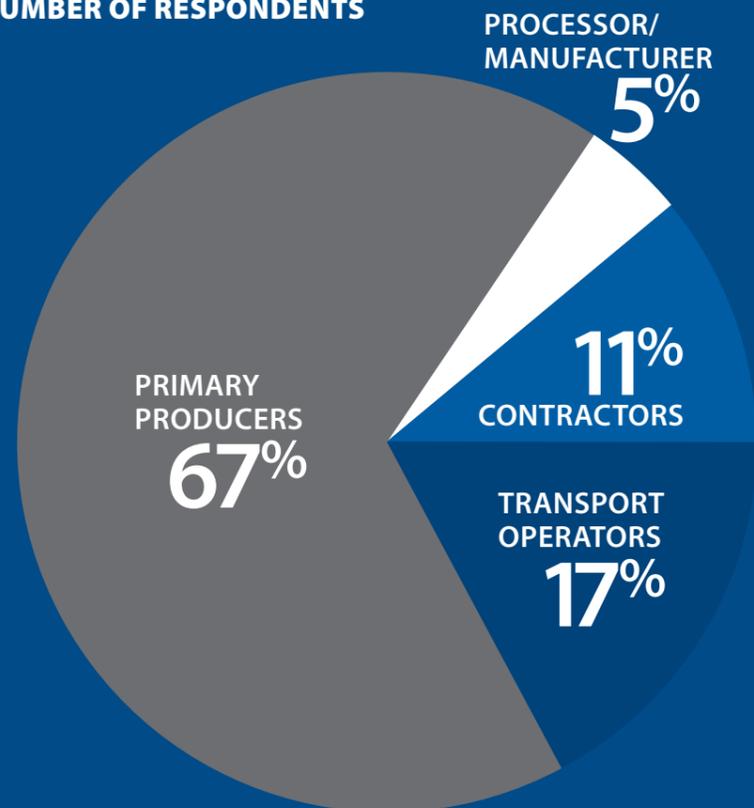
67% of respondents were primary producers alone, 17% were transport operators, 5% were processors and manufacturers and 11% were contractors.

90% of issues raised related to areas outside the Adelaide metropolitan area and this has significant implications for growth in regional economies.

KEY STAKEHOLDERS

- Primary Producers South Australia
- Grain Producers SA
- Livestock SA
- Horticulture Coalition of SA
- Wine Grape Council of SA
- SA Dairy Farmers Association
- Pork SA
- Viterra
- Thomas Foods International
- RAA
- South Australian Freight Council
- Livestock and Rural Transports Association of SA
- South Australian Road Transport Association.
- South Australian Wine Industry Association
- Australian Fodder Industry Association
- South Australia Police
- Agricultural Bureau
- Regional Development Australia
- Local Government Association
- Regional Local Government Association

NUMBER OF RESPONDENTS



EXTENDING ROUTE ACCESS FOR RESTRICTED ACCESS VEHICLES

A large number of responses were received in relation to limited access of high productivity RAVs to local roads.

Those parts of the South Australian road network that are under the care and control of the State Government have mostly been assessed for their suitability for use by a range of high productivity RAVs. The published RAV network, which is constantly being refined and upgraded, is displayed on DPTI's RAVNET online mapping system, along with the conditions of access that apply to each class of heavy vehicle. In addition to the network, specific types of heavy vehicles are able to operate on some routes under a permit issued by the NHVR.

For local roads to be included in a published RAV network the relevant local government authority, as the Road Manager, must, after carrying out a road assessment, declare the road suitable for use by particular types of vehicles. There are long-standing concerns raised by industry in dealing with this system.

A large number of the route extension issues raised in the survey concerned B-Double class heavy vehicles ("B-Doubles") being denied access to local government roads.

"LAST MILE" ROUTE ACCESS ISSUES

These issues, a sub-set of extension of route issues, involve higher productivity vehicles using local roads at the start and end of a journey. Industry respondents to the survey expressed concerns about the decisions made by local government to allow higher productivity vehicle access to local roads.

ROUTE EXTENSION/ LAST MILE

Region	% issues in each region	% of respondents in each region
Adelaide Hills, Fleurieu and KI	5%	13%
Adelaide Metro	10%	2%
Barossa	18%	3%
Far North	5%	4%
Limestone Coast	3%	10%
Murraylands and Riverland	12%	13%
Whyalla and EP	9%	28%
Yorke and Mid North	29%	27%
All RDA Regions	9%	

REGULATION OF THE MOVEMENT OF HEAVY VEHICLES

The HVNL provides for the operation of heavy vehicles under general mass limits, concessional mass limits and higher mass limits on the road network. Generally heavy vehicles cannot be more than 2.5 metres in width and 4.3 metres in height.

The permitted length of a heavy vehicle depends on the axle configuration and is set out in regulations. Generally, however, freight vehicles over 19 metres in length are classed as RAVs and only operate on that part of the road network that is capable of safely and efficiently handling such vehicles. Where a network does not exist, an operator may apply to have the route assessed for suitability for inclusion in the network.

If a heavy vehicle does not comply with the mass or dimension limits set out in the HVNL, the operator must apply to the NHVR to obtain a mass or dimension exemption permit.

Through the survey, it has become apparent that while we have national heavy vehicle laws, vehicle operators are still required to negotiate with Local Government for HML route access, particularly on commodity routes.

A number of survey responses reported that Road Manager's cited infrastructure limits, including bridge limits and railway crossings, as reasons for refusing a road access request for a heavy vehicle operating at higher mass limits.

PERFORMANCE-BASED STANDARDS

Traditionally, heavy vehicles have been designed according to the prescriptive standards relating to dimensions, number of axles, combined mass and vehicle configuration. Under the PBS scheme, a vehicle design is assessed against performance outcomes based on nationally agreed safety and infrastructure standards rather than on physical characteristics. There are four levels within the PBS scheme (L1-L4) and vehicles must meet 20 safety and infrastructure standards.

State and local governments are responsible for determining the road networks on which PBS vehicles can operate. Although there is a comprehensive network of PBS approved routes in South Australia, a number of respondents to the survey proposed extensions to the PBS network to expand its coverage in regional areas of the State.

OVERSIZED AGRICULTURAL MACHINERY

Oversized agricultural machinery (harvesters, tractors and other types of agricultural machinery) requires a permit to travel on a public road if it exceeds the limits permitted when operating under a notice or the code of practice.

In assessing a request for a permit, a Road Manager must consider whether the machinery will disrupt services, damage infrastructure (such as overhead power lines, bridges or other structures) or damage native vegetation along the road.

A number of schemes operate at the national level that allow the movement of these restricted access vehicles on public roads. The issuing of permits is dependent on the approval of the Road Manager, who assesses applications on a case-by-case basis.

From the large response to the survey, it appears many farmers are finding the operation of the permit system under the HVNL to be cumbersome.

LOCAL ROAD ACCESS BY RESTRICTED ACCESS VEHICLES

A number of respondents to the survey raised issues concerning heavy vehicle access from their property on local roads to a current high productivity vehicle route, for vehicle combinations such as B-Doubles. In many cases, this access would be used on an infrequent basis and during operations such as harvest.

Currently individuals can apply to their local council and through the National Heavy Vehicle Regulator for the road to be assessed for inclusion in the published general freight or commodity networks. It can take days and weeks for approval to be forthcoming.

It has been suggested that although these specific access issues are somewhat outside the scope of the project outcomes, a more streamlined approval process could be investigated, possibly making use of smartphone technology.

Early Project Outcomes - Completed or will be completed before end June 2015

	PRODUCTIVITY GAIN
Approval for BAB Quad and ABB quad road train access to the 53.5-metre road train network between the Northern Territory border and Port Augusta.	At least 8%
Extending the maximum permitted length of a road train prime mover when operating as a semi-trailer from 19 to 20 metres.	At least 10%
Amending the existing SA tri-axle dolly policy to be nationally consistent.	At least 6%
Approval for HML heavy vehicles to access a number of Viterra grain sites.	At least 14%
Upgrading the road access on Carslake Road, Dublin from General Mass Limit (GML) to High Mass Limits (HML).	At least 14%
Increasing from 100 km to 160 km the travel radius beyond which a primary producer must carry and fill out a heavy vehicle fatigue work diary.	Up to one hour per day per driver
Establishing a common registration date to make it easier for a farmer to register multiple farm vehicles.	



DISCUSSION AND PROPOSED RESPONSES

This project is the first coordinated attempt to identify and quantify the road transport issues that limit the operational efficiency with the State’s agricultural sector. As such, it is the first time all interested parties have been equipped to address these specific issues in the context of the “bigger picture” and of the respective needs and authority of other regions and stakeholders.

Individual issues were raised according to one of the two core areas highlighted below – agricultural machinery and route extension (including “last mile” access).

ROUTE EXTENSION / “LAST MILE” ACCESS

The survey analysis identified 184 priority cases where route extensions or changes to “last mile” access are sought.

These have been grouped under three categories for further consideration and possible action: short term (could be addressed within 12 months, subject to resources), medium term (1-5 years) and long term (5+ years and requiring further scoping).

These are set out in **Appendix C**. It is proposed that projects which involve roads that are under the care and control of the State Government be addresses as a matter of priority in the short term. Where projects fall within the jurisdiction of other Road Managers, discussions will commence as a matter of priority.

POTENTIAL PRODUCTIVITY BENEFITS

Through addressing the “last mile” and route extension issues raised, the potential productivity gains on payload capacity could be:

- Upgrading access from Semi to B-Double – 54%
- Upgrading from B-Double to 36.5m Road Train – 29%
- Upgrading B-Double GML to HML – 14%
- Upgrading Triple Road Train to BAB Quad Road Train – 9%

ISSUES RATED AS NOT ACHIEVABLE

The following issues were raised by respondents to the survey but it is not possible to pursue them further for the reasons given.

ISSUE	REASON
Light vehicles, such as utilities, should be permitted to exceed a manufacturer’s recommended towing capacity that applies to a vehicle towing a trailer with a GTM greater than 750kg without brakes	An exemption from normal South Australian requirements would not be allowed as it would have safety implications for the operator of the vehicle and other road users if a vehicle was unable to stop in sufficient time when towing the un-braked trailer
Blanket access for all classes of restricted access heavy vehicles in regional areas during harvest	Blanket access is not possible. Access by restricted access heavy vehicles requires relevant roads and routes to be assessed to determine the infrastructure’s capability to accommodate the vehicle
Allowing the continuation of RAV routes (B-Doubles and road trains) where these routes do not yet exist	South Australia has no jurisdiction beyond its borders in road traffic matters. Access routes out of SA need to be authorised by the NHVR or relevant transport authority. Ongoing efforts will be made where cross jurisdictional issues arise

AGRICULTURAL MACHINERY

Primary producers must be able to move from paddock to paddock, but if the machinery is classed as overmass and/or oversize, regulations may actually restrict such movement.

There were 442 separate issues raised in the survey in relation to movement of agricultural machinery, with the most common relating to width, height, night movement, towing agricultural implements and the overhang of roadside vegetation.

These issues were consolidated during the subsequent analysis into 11 categories. The table sets out these categories and a possible response for dealing with them.

ISSUE	REQUEST	RESPONSE
Night travel	Allow oversize and overmass agricultural machinery to travel on public roads at night	3-6 months: Review and develop a new notice for night travel and appropriate route network or zones of travel which will require DPTI and NHVR ³ to consult with local government Road Managers
Pilot/escort vehicles	Relax the pilot / escort vehicle requirements for oversize and overmass agricultural machinery	3-6 months: Review and incorporate in a new Oversize/Overmass Agricultural Vehicle Notice under the HVNL
Width	Increase the width limits in the Oversize Vehicle Agricultural Code of Practice (the Code)	2 months: Review policy and include in access permit policy
Length	Increase the length limits in the Code	3-6 months: Review and incorporate in a new Oversize/Overmass Agricultural Vehicle Notice under the HVNL
Height	Increase the maximum permissible height in the Code from 4.9m	Review: Height restrictions apply due to infrastructure limitations. Operators may currently apply for a permit for loads to exceed 4.9m in height subject to clearance from SA Power Networks
Pilot / escort vehicles towing fuel trailers / air compressors	Permit the pilot vehicle accompanying an oversize or overmass vehicle to tow fuel trailers / air compressors	2-3 months: Review policy, with outcome to be incorporated into the overall review of agricultural vehicles
Rear overhang Grain Augers	Increase the rear overhang limit for grain augers to up to 10m in line with the requirements for western NSW	3-6 months Review and incorporate in a new Oversize/Overmass Agricultural Vehicle Notice under the HVNL
Educating farmers on legislative operating condition requirements for oversize or overmass agricultural vehicles	DPTI to develop an educational program for farmers, have a presence at agricultural field days and instigate a public awareness campaign to alert road users about sharing roads with agricultural machinery	A project best carried out by bodies representing primary producers.
Rubber tracked tractors	Treat rubber-tracked tractors in the same way as tractors with pneumatic tyres	3-6 months: Review policy with the outcome to incorporate into overall review of agricultural vehicles
Transport of small or medium rectangular bales of hay on road trains up to 4.6m high	Remove inconsistencies between States	The timeframe for this initiative will depend on the NHVR, as the notice will require consultation with other jurisdictions

³ Under the Heavy Vehicle National Law (HVNL) the National Heavy Vehicle Regulator (NHVR) is responsible for granting access via Notice or Permit

Unlocking the potential for South Australia's primary industries



NEXT STEPS

A NEW PARTNERSHIP FOR TRANSPORT SOLUTIONS

This project has brought together a wealth of information and helped consolidate thinking around the key road transport issues for South Australia's agricultural sector.

The next step following the release of this report will be to communicate the outcomes directly to survey respondents and key stakeholders and, via the PPSA, to South Australia's regional communities.

These discussions will form the basis for the development of a comprehensive Action Plan to progressively address the issues raised.

The 90 day project team recommends the following:

1 A funding program be developed for consideration by the State and Commonwealth governments to address

"last mile" and access issues where infrastructure needs to be improved.

2 A dedicated DPTI team be established for 12 months to work in partnership with PPSA and PIRSA to address the regulatory issues relating to agricultural machinery.

3 This report be provided to the NHVR to inform its forward work program.

4 The Project Steering Group meet quarterly to oversee the implementation of the recommendations and subsequent work program.

APPENDIX A: ABOUT THE PROJECT

CHANGE@SA 90 DAY PROJECTS

The South Australian Government has committed to building a public sector workforce that is more responsive and connected with the community through Change@SouthAustralia.

Every Government agency has its specialties and standout leaders. Change@SouthAustralia brings these leaders together to create a culture of collaboration, continual improvement and positive change across the entire public sector, with the aim to create a dynamic, responsive and productive workforce with strong and effective community partnerships.

To drive across agency collaboration with strong linkages with the community, a process of projects spanning 90 days has been established. These projects encourage identification of critical public sector and community issues that need a collective response.

SURVEY METHODOLOGY

The survey was developed by PIRSA and DPTI in conjunction with a range of stakeholders, including PPSA, commodity groups, the transport industry, local government and the police.

It was made available via the PPSA website and specifically asked respondents to outline:

- the heavy vehicle combinations they use or would like to use on their preferred roads
- the information they access to determine which heavy vehicles are permitted on which roads
- their suggestions for route extensions to the heavy vehicle route network
- the vehicle combinations they would like to see on an extended network
- access issues revolving around heavy vehicles and local roads used at the start or end of freight transport – the "last mile" problem
- possible infrastructure works that might need to be carried to overcome a first and last mile problem
- issues they have with moving heavy agricultural machinery.

Respondents could include personal details if they wished to be informed of the results of the project.

680 responses were received, many covering multiple issues.

RESPONDENTS BY CATEGORY

Processor/Manufacturer	5%
Contractors	11%
Transport Operators	17%
Primary Producers	67%

RESPONDENTS BY REGION

Adelaide Hills, Fleurieu and KI	55	13%
Adelaide Metro	10	2%
Barossa	14	3%
Far North	16	4%
Limestone Coast	40	10%
Murraylands and Riverland	56	13%
Whyalla and EP	116	28%
Yorke and Mid North	114	27%
Region Not Specified	259	
Total	680	

ANALYSIS

The following information was extracted from the survey responses:

- businesses affected
- industry affected
- type of access required (eg. B-Double, road train.)
- affected roads or infrastructure
- the business case for addressing the issue, including development opportunities and potential benefits to other industries or businesses.

An analysis and review of the road transport regulation issues raised by the survey responses was then carried out as follows:

- Step 1 – Sorting of issues into one of three key groups
- Step 2 – Evaluation of each individual issue
- Step 3 – Assessment of achievability against potential “budget impact” and “timeframe”.

Step 1

The responses raised were grouped into the following key issues:

1. Agricultural machinery
2. Route extensions / “Last mile” access

Step 2

Agricultural Machinery

Issues associated with the operation and movement of agricultural machinery were the subject of an analysis that targeted the high priority/high volume issues identified in the survey. These issues were then grouped according to the timeframe within which they might be addressed:

- Short Term – immediately or within 1-3 months
- Long Term – implementation period greater than 3 months

Route extension and “last mile” access

These issues were evaluated against the following criteria:

- strategic importance of the route
- potential to improve productivity
- filling a gap in the network
- contribution to public safety
- scale of benefits

This led to each issue being given a ranking from 1 to 5.

The 184 issues ranked as 4 or 5 ranking were advanced for consideration in the next step of the process. Other issues were not analysed further in this process.

Step 3

Route extension and “last mile” issues that achieved a 4 or 5 ranking were then rated against:

- cost:
 - o high (>\$10m);
 - o medium (\$5m - \$10m)
 - o low (<\$5m).
- the timeframe in which it may be possible to address the issue:
 - o high (long term - ie > 5 years)
 - o medium (medium term – ie 1 – 5 years)
 - o low (short term – ie < 1 year).

Analysis outcomes

This analysis assisted in identifying issues that could be addressed as a matter of priority.

Short term

- Agricultural machinery issues that could be implemented immediately or within 1-3 months
- Commencement of work on transitioning South Australia’s Gazette notice and Code of Practice for Oversize or Overmass Agricultural Vehicles Driven on Roads to a national State specific National notice under the HVNL
- Consideration and where possible implementation of route extension / “last mile” issues identified as having a low budget impact and a short time frame.

Medium-long term

- Development of any new agricultural industry notices deemed to be required
- Consideration of issues of both medium and high budget impact and timeframe if they have been identified as strategically important. Issues deemed to be of lower strategic importance in the context of this project have been documented and are available for review and consideration at a later date (Appendix D)

APPENDIX B: SOUTH AUSTRALIAN STRATEGIES AND PLANS

South Australian plans that inform the State’s response to freight issues follow this order of precedence.

- South Australia’s Strategic Plan (2011 update): www.saplan.org.au
- The Planning Strategy for South Australia, incorporating The 30 Year Plan for Greater Adelaide and its seven regional volumes: www.plan4adelaide.sa.gov.au
- The Strategic Infrastructure Plan for South Australia: http://www.infrastructure.sa.gov.au/__data/assets/pdf_file/0017/5192/Infrastructure_Whole.pdf and http://www.infrastructure.sa.gov.au/__data/assets/pdf_file/0011/5204/Regional_Whole.pdf
- The Draft Integrated Transport and Land Use Plan for South Australia 2013: <http://www.transportplan.sa.gov.au/>
- Economic Priority2: Premium Food and Wine produced in our Clean Environment and Exported to the World. http://www.pir.sa.gov.au/premium_food_and_wine/economic_priority
- State Economic Priorities - <http://economic.priorities.sa.gov.au/>
- Regional Statement for South Australia - http://www.pir.sa.gov.au/__data/assets/pdf_file/0014/215060/Regional_Statement_for_South_Australia_LoRes.pdf Local government and private sector plans
- Other national and State plans

APPENDIX C: CONSOLIDATED ROUTE EXTENSIONS / 'LAST MILE' AND 'OTHER' ISSUES

This list contains the 184 issues prioritised in accordance with the methodology described in Appendix A

NB- Some issues have been raised by a number of respondents and any duplications have been consolidated

ROUTE EXTENSIONS / LAST MILE - SHORT TERM (UP TO 12 MONTHS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
Upgrade access between Port Adelaide and Perry Rd Kapunda to allow A Double and B-double heavy vehicle access	Adelaide Metro
Upgrade access to the Viterra grain site at Kapinnie, Eyre Peninsula from 36.5 metre GML Road train to 36.5 metre HML Road train.	Whyalla and EP
Upgrade access to the Viterra grain site at Wharminda, near Cleve from 36.5 metre GML Road train to 36.5 metre HML Road train.	Whyalla and EP
Upgrade access to the Viterra grain site at Meribah via Loxton from GML 26 metre B-double HML 26 metre B-double.	Murraylands and Riverland
Upgrade the Commodity Routes between Roseworthy / Mallala / Two Wells / Kapunda to allow B-double heavy vehicle access.	Barossa
Permit Double Road trains and A-B Triple Road trains travelling along permitted routes to use a tri axle converter dolly.	All RDA Regions
Permit B-double HML access to Ridley's Feed Mill, at Wasley's on Coleman Road	Barossa
Permit B-Double access off Augusta Highway onto Footner Road, left onto Racecourse Road, right onto Depot Creek Road, continue onto Warrakimbo Road to access various stations for Livestock carriers are able to gain direct access to sheep and cattle stations	Far North
Allow Road Train & B-double heavy vehicle access to the Jamestown Sale yards.	Yorke + Mid North
Upgrade the Kapinnie / Ungarra / Wharminda / Rudall to Taragoro route to allow HML access	Whyalla + EP
Upgrade access to the Viterra grain site at Owen, South of Balaklava from GML 26 metre B-double to HML 26 metre B-double.	Yorke and Mid North
Upgrade access to the Viterra grain site at Gurrai , Southern Mallee, from 26 metre GML B-double to 26 metre HML B-double.	Murraylands and Riverland
Upgrade Bremer Valley Rd and all of Cypress Tce Murray Bridge to permit access to HML 19 metre heavy vehicles.	Murraylands and Riverland
Upgrade James Congdon drive, Port Rd and Railway Tce, James Congdon Drv, Port Road to allow B-double access	Adelaide Metro
Permit B-double access to the Robertstown silo and bunker grains site.	Yorke and Mid North
Grant B-double heavy vehicles access through Eudunda in a North/South direction.	Yorke and Mid North
Extend 26 metre HML and B-double access from the Mallee Highway to the Peake grain facility on Lauterbach Road.	Murraylands and Riverland

ROUTE EXTENSIONS / LAST MILE - SHORT TERM (UP TO 12 MONTHS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
Grant all roads that are not rated as commodity routes, commodity route status.	All RDA Regions
Extend access for restricted access vehicles from the Tod Highway to Barwell Road.	Whyalla and EP
Extend 36.5 metre HML Road train access from the intersection of Eyre Hwy & Museum Tce to the weighbridge entrance at the intersection of Museum Tce & Bedford Rd Kyancutta .	Whyalla and EP
Extend 36.5 metre HML Road train access from the intersection of the Todd Hwy & Railway to the Viterra grain site Yeelanna,	Whyalla and EP
Extend 36.5 metre road train access from the intersection of Pt Wakefield Hwy & Middle Beach Rd, Port Wakefield to the Viterra grain site at Two Wells.	Barossa
Upgrade access to the Viterra grain site at Wunkar from 26 metre B-double to HML 26 metre B-double.	Murraylands and Riverland
Upgrade access to the Viterra grains site at Peebinga via Loxton from GML 26 metre B-double heavy vehicles to HML 26 metre B-double heavy vehicles.	Murraylands and Riverland
Upgrade access to the Viterra grain site at Paringa, Riverland SA from GML 19 metre Semitrailer to HML 26 metre B-double.	Murraylands and Riverland
Upgrade Coolgrana Rd and Poochera Rd via Streaky bay to allow access to HML heavy vehicles.	Whyalla and EP
Upgrade all Yorke Peninsula Council main roads to HML.	Yorke and Mid North
Upgrade access to Viterra Two Wells grains site to B double HML and higher.	Barossa
Ensure higher mass limit heavy vehicles have to access local council roads. Most paddocks do not front a bitumen road and usually have a few km of gravel road to get to the bitumen, which are not higher mass routes.	Yorke and Mid North
This district council has a problem with approving higher mass limits	All RDA Regions
No road train routes off major roads in the Port Pirie region. B-double commodity routes are GML not HML, most trips require travelling on commodity routes. Most minor roads in Port Pirie council area and Mount Remarkable Council area are only GML not HML, even for General Access Vehicles..	Yorke and Mid North
Upgrade access from Carters Road Naracoorte to Butlers Road Naracoorte to permit B-double vehicles.	Limestone Coast
Upgrade access to the Viterra grains site at Orroroo from GML 26 metre B-double heavy vehicles to HML 26m B-double heavy vehicles.	Yorke and Mid North
Upgrade access to the Viterra grains site at Kulkami from GML 26 metre B-double heavy vehicle to HML 26m B-double heavy vehicle	Murraylands and Riverland
Upgrade access to the Viterra grains site at Lameroo from GML 26 metre B-double heavy vehicle to HML 26 metre B- double heavy vehicle.	Murraylands and Riverland
Upgrade access to the Viterra grains site at Parilla from GML 26 metre B-double to HML 26 metre B-double .	Murraylands and Riverland

ROUTE EXTENSIONS / LAST MILE - SHORT TERM (UP TO 12 MONTHS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
---	--------------------

Upgrade access to the Viterra grains site at Snowtown from GML 26 metre B-double to HML 26 metre B-double.	Yorke and Mid North
Upgrade access to the Viterra grains site at-Yongala from GML 36.5 metre Double Road Train to HML 36.5 m Road Train	Yorke and Mid North
Upgrade access to the Viterra grains site at Brinkworth from GML 19 metre Semitrailer to HML 26 metre B-double semitrailer.	Yorke and Mid North
Upgrade access to the Viterra grains site at Hamley Bridge from GML 19 metre Semitrailer to GML 26 metre B-double heavy vehicles.	Yorke and Mid North
Upgrade access to the Viterra grains site at Monarto South from GML 26 metre B-double to HML 26 metre B-double.	Murraylands and Riverland
Upgrade access to the Viterra grains site at Kimba from 19 metre GML Semitrailer to 36.5m HML Road train	Whyalla and EP
Upgrade access to the Viterra grains site at Kapunda from GML 19 metre Semitrailer to HML 19 metre Semitrailer.	Barossa
Increase the number of HML and commodity routes to improve silo access in the Hart region	Yorke and Mid North
Improve B double access in the Light Council area	Barossa
Upgrade all local government roads adjoining farms to higher mass limit routes. Upgrade all commodity routes to permit access for HML rated heavy vehicles.	All RDA Regions
Upgrade 200m of Middle Beach Road to the Viterra Site to HML.	Barossa

ROUTE EXTENSIONS / LAST MILE - MEDIUM TERM (UP TO 5 YEARS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
--	--------------------

Grant Road train (HML) access to the Kulpara Quarry via Pt Wakefield.	Yorke + Mid North
Upgrade all local government roads from Blyth to Brinkworth to Snowtown to allow HML heavy vehicle access	Yorke + Mid North
Upgrade the over-dimensional route from Murray Bridge to Dublin via Sedan and Roseworthy so it is sealed. In addition, increase the road width, clear trees and shrub from the roadside and increase pull off and passing areas	Murraylands and Riverland
Upgrade access from Bowmans to Whitwarta Road and Hudson Road, Balaklava to permit Road Train Access	Yorke + Mid North

ROUTE EXTENSIONS / LAST MILE - MEDIUM TERM (UP TO 5 YEARS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
--	--------------------

Upgrade the entrance to the Viterra site at Eudunda to allow access to B-double HML heavy vehicles.	Yorke + Mid North
Grant Road trains access from Eudunda along the Thiele and Sturt Highways to Port Wakefield Road and the Riverland	Barossa
Permit B-Double HML heavy vehicle access between Saddleworth and Bowmans	Yorke + Mid North
Upgrade access to the Viterra grains site at Melrose from GML 26 metre B-double to HML 26 metre B-double.	Yorke and Mid North
Upgrade access to the Viterra grain site at Saddleworth/Auburn from HML 19 metres to HML 26 metre B-double.	Yorke and Mid North
Upgrade access between Two Wells and Mallala (access to the Koruyne Feedlot) to permit B-double heavy vehicles.	Barossa
Upgrade access between Eudunda and Burra to permit B- double- HML heavy vehicles.	Yorke + Mid North
Permit B-double heavy vehicles access to Flinders Ranges Way, Hawker to Blinman	Yorke + Mid North
Upgrade access to the Viterra grain site at Mallala/Two Wells from HML 23 metres B-double to HML 26 metres B-double.	Barossa
Upgrade access to the Viterra grain site at Auburn / Halbury from GML 19 metre Semitrailers to HML 26m B-double heavy vehicles.	Yorke and Mid North
Upgrade Road train access between farms and silos in the Port Pirie and Crystal Brook area	Yorke + Mid North
Ensure high productivity restricted access vehicles are entitled to access the SA Water site at Boliver from St Kilda Rd to the Boliver Bio-solids site.	Adelaide Metro
Upgrade access to the Viterra Grain Site at Farrell Flat from GML 26 metres to HML 26 metre B-double heavy vehicles	Yorke and Mid North
Upgrade access to South Terrace, Eudunda to permit B-double vehicles access to the grain silo and bunker	Yorke and Mid North
Upgrade access to Jarmyn Rd & Pellew Rd Penfield SA to permit Road trains.	Adelaide Metro
Upgrade Seppeltsfield Road and Samuel Rd, Seppeltsfield to permit B- double HML heavy vehicles.	Barossa
Permit Road trains on the Northern expressway between Pt. Wakefield, Roseworthy and the Barossa.	Yorke + Mid North
Permit 36.5 metre Road trains access between Ardrossan to Port Wakefield - with a branch off to quarries in the Clinton Area.	Yorke + Mid North
Permit Road trains HML on the Copper Coast Highway and Yorke Highway between Port Wakefield and Ardrossan and Port Wakefield and Wallaroo	Yorke + Mid North
Allow B-double livestock carrier access between Dublin and Lobethal via Palmer.	Barossa
Extend B-double access to Orlando wine processing plant, Rowland Flat, Barossa.	Barossa
Upgrade access to the Viterra grain site at Eudunda from HML 19 metres to HML 26m B-double.	Yorke and Mid North
Upgrade access between the Bowmans Intermodal rail link just outside of Balaklava and Port Wakefield to permit access to Triple Road trains & AB Double Road trains.	Yorke and Mid North

ROUTE EXTENSIONS / LAST MILE - MEDIUM TERM (UP TO 5 YEARS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
Ensure the freight routes between Murray Bridge to Pt Adelaide are all rated to PBS 2B	Adelaide Hills, Fleurieu and KI
Upgrade the route to the Lobethal abattoir via Palmer and Tungkillo to permit B-double heavy vehicle access.	Barossa
If the Strathalbyn road status was upgraded, B-double HML or CML heavy vehicles would not need to by-pass the town for grain loading.	Adelaide Hills, Fleurieu and KI
Permit road trains access to shearing sheds in the Gawler Ranges area of SA for the purpose of loading grain and unloading stock	Far North
Upgrade access to the Viterra grains site at Poochera, near Streaky Bay from 19 metre GML Semitrailer to 36.5 metre HML Road train.	Whyalla and EP
Upgrade access on Perry Rd Kapunda to allow B-Double heavy vehicles access East Terrace and turn on to Perry Rd.	Barossa
Upgrade access to the Viterra grains site at Crystal Brook from HML 26 metre B-double to HML 36.5 metre Road train.	Yorke and Mid North
Upgrade access to the Viterra grains site at Jamestown from 19 metre HML Semitrailer to 26 metre HML B-double heavy vehicle.	Yorke and Mid North
Upgrade access to the Viterra grains site at Eudunda from HML 19 metre Semitrailer to HML 26 metre B-double heavy vehicle.	Yorke and Mid North
Upgrade access to the Viterra grains site at Cungienga near Streaky Bay from 19 metre GML Single Semitrailer to 36.5 metre HML Road train.	Whyalla and EP
Ensure unsealed roads in pastoral areas are allowed to carry the same heavy vehicle combinations as the Stuart Highway.	Far North

ROUTE EXTENSIONS / LAST MILE - LONG TERM (OVER 5 YEARS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
Permit Double Road trains anywhere north of Pt Lincoln	Whyalla + EP
Permit Double Road trains access between Burra and Pt Adelaide	Yorke + Mid North
Permit Double Road trains on all major freight routes from the Tollgate to Wingfield	Adelaide Metro
Permit B-double heavy vehicles between Iron Knob and Whyalla	Whyalla + EP
Permit 36.5m Road train HML and 26m B Double HML heavy vehicles access to Possum Park Road (Laura) to Orooroo via Applia and Tarcowie.	Yorke + Mid North
Permit Road trains between Parndana, Kangaroo Island and Port Adelaide	Adelaide Hills, Fleurieu + KI
Increase road train access on commodity routes on the Yorke Peninsula	Yorke + Mid North

ROUTE EXTENSIONS / LAST MILE - LONG TERM (OVER 5 YEARS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
Increase mass limits on a number of existing routes and increase PBS access.	
Increase the number of commodity routes in the green triangle region of SA	All RDA Regions
Permit B- Double access to farming properties adjoining the Main South road between Sellicks beach and Cape Jervis	Adelaide Hills, Fleurieu + KI
Grant Triple Road trains access from Ceduna to the Dublin Saleyards via Port Augusta	Whyalla + EP
Approve Triple Road train and BAB Quad Road train access between Yorkeys crossing, Port Augusta and the Dublin saleyards	Far North
Approve Double Road train access to the Northern Expressway, Sturt Highway, Carrara Hill Rd, Stockton Rd and Penrice Road.	Barossa
Approve Double Road trains access between Ryans Rd, Salisbury Highway and Greenfields Drive George St.	Adelaide Metro
Upgrade access between Lobethal and Mannum, Murray Bridge and the Gawler Bypass to permit B-double heavy vehicles.	Barossa
Upgrade access from Mt Barker to Nairne to Woodside to Lobethal to permit B-double heavy vehicles.	Adelaide Hills, Fleurieu + KI
Upgrade access to Delamere along the Range road / Victor Harbor Ring Route and Victor Harbor/ Adelaide Road to Mount Compass to permit B Double heavy vehicles.	Adelaide Hills, Fleurieu + KI
Upgrade access from Bower Boundary Road, from East of Burra off Goyder highway, to Sturt Highway onto the Halfway house road to permit B-double heavy vehicles.	Murraylands + Riverland
Upgrade Bower Boundary road (Murray Bridge, Sedan, Bower, Burra/Morgan Road, then on to Burra and up to Port Augusta) to a heavy vehicle freight route bypass .	Murraylands and Riverland
Would like to see local property owners have access to use suitable transport on their local roads (without overblown assessment costs)	All
Upgrade access between Tolley Rd and Old Mill Rd to permit B-double heavy vehicle access	Barossa
Upgrade access between Burrings Rd, Barossa Valley Way & Kromer's Crossing to permit B-double heavy vehicle access	Barossa
Restricted access vehicles – Blanket Access while travelling in 'Out of District' areas.	Barossa
Grant Double Road trains access between Adelaide, Sydney and Melbourne via the Dukes and Murray Valley Highway.	All
Upgrade access between the Riverland and Adelaide to cater for Road train grain movements during harvest (Oct-Dec).	Murraylands + Riverland
Extend the Road train route on A32 Burra to Gawler bypass from midnight to 5am	Murraylands + Riverland
Upgrade the Northern Expressway (to link up with Port Wakefield Road) to permit Road train access	Barossa
Join the North and the South Expressways.	
Join the South Eastern freeway to this new route so that heavy vehicles can avoid Portrush road and Glen Osmond Road	Adelaide Metro
Grant Road trains access to the A32 from Burra to Roseworthy.	Barossa
Grant Road trains access from Burra to the start of the Northern Expressway.	Yorke + Mid North

ROUTE EXTENSIONS / LAST MILE - LONG TERM (OVER 5 YEARS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
Upgrade and widen the Tod Highway, between Cummins to Kyancutta	Whyalla + EP
Upgrade the condition of the Tod Highway.	Whyalla + EP
Permit Road train access between Tintinara and Taillem Bend	Murraylands + Riverland
Permit Triple road train access to the Strezlecki track from Quorn to the Queensland border	Yorke + Mid North
Permit road train or B-triple vehicles access from the Victorian border to Taillem Bend.	Murraylands + Riverland
Upgrade access to the Viterra grain site at Adrossan from HML 26m B-double to HML 36.5metre Road train.	Yorke and Mid North
Permit Road trains on the Northern Expressway and the Sturt Highway, through to Yamba/Victorian Border.	Adelaide Metro
Permit Road trains between Burra and the Sturt Highway via Morgan.	Yorke + Mid North
Permit Double and B Triple Road trains between Roseworthy and the Riverland	Barossa
Allow traffic to turn off Pt Wakefield Rd to the Two Wells Silo site via a new Slip lane.	Adelaide Metro
Permit Road trains access from the Augusta Highway at Meriton to Port Broughton and Wallaroo.	Yorke + Mid North
Upgrade the access level from Brinkworth to Redhill via Koolunga to B double Road trains	Yorke + Mid North
Develop a B-Triple network for livestock cartage in SA.	All RDA Regions
Upgrade the access level of the route from Highway One Port Wakefield Road, Virginia to the Northern Express Way onto the Sturt Highway to Lauckes Mill at Daveyston to HML.	Adelaide Metro
Permit HML 26 metre B-double heavy vehicles access level to the Viterra grain site at Taldra.	Murraylands and Riverland
Grant Road trains and B-double heavy vehicles open access to all local government roads for grain carting purposes.	All RDA Regions
Upgrade the access level to HML for all restricted access vehicles travelling on local government roads	All RDA Regions
Grant B-double heavy vehicles access to all Viterra grain sites.	All
Permit B-double heavy vehicles access to Maitland Rd, Maitland.	Yorke and Mid North
Permit B-double HML heavy vehicles access to Samuel Rd, Barossa .	Barossa
Approve all existing B Double commodity routes for HML ensuring last mile access 2) Approve all out of areas for road train and B Double HML access 3)Complete the Northern Expressway extension as planned 3)Permit B triple access to Adelaide along the Barrier Highway from Burra	All RDA Regions
Permit HML 36.5 HML Road trains access between the Viterra grain site at Roseworthy and Adelaide	Adelaide Metro
Permit B Double heavy vehicle access to the Main North Rd Slip lane, Corner of Main North Rd and Burma Rd.	Adelaide Metro
Upgrade the Sturt Highway to allow Road train access	Barossa
Upgrade the access level on Balaklava Rd, Balaklava to permit Road trains	Yorke and Mid North
Upgrade the access level of the Northern Expressway, Sturt Highway, Thiele Hwy or the North Eastern Expressway and the Sturt Highway and Greenock Rd to allow Road train access.	Barossa, Adelaide Metro
Upgrade the Northern Expressway, Sturt Highway, Horrocks Highway to allow Road train access.	Barossa

ROUTE EXTENSIONS / LAST MILE - LONG TERM (OVER 5 YEARS) CONSIDERATION / IMPLEMENTATION	PRIMARY RDA REGION
Upgrade Maxwell Rd, Main North Rd Para Hills to allow Road train access	Adelaide Metro
Upgrade access in Kapinnie, Lower Eyre Peninsula from Bratton Way via Watkins Rd/ Laurence Rd and Ungarra - Ashman Terrace to double road trains	Whyalla and EP
Upgrade access from the corner of Main South Road & Hayflat Road, Normanville to the Normanville Meatworks to permit 26 metre B-Double heavy vehicle access.	Adelaide Hills, Fleurieu and KI
Upgrade access from Moonta Road to Minnipa Road Port Adelaide from GML 19 metre Semitrailer to HML 36.5 metre Road train	Adelaide Metro
Upgrade access to the Viterra grains site at Gladstone from HML 26 metre B-double to HML 36.5 metre Road train.	Yorke and Mid North

Other Issues

Safety: Upgrade the Toll Gate Intersection by:

- Put in place a 50 kph speed restriction for all heavy vehicles with a mass over 4.5 tonnes.
- Install a Hook Lane at the Toll Gate so that heavy vehicles have the option of turning right from the left hand lane.
- Install warning signs prior to the descent to inform and educate drivers.
- Introduce heavy vehicle driver training and awareness measures

19m Rule: When in a Road train configuration the vehicle is legal, but once in a single configuration they are over length. Allowance needs to be given to extend the overall vehicle lengths for up to 20m for these vehicles.

Tri-axle Dollies: This should NOT be included under PBS. This issue is a productivity & safety 'road block'.

100 kph Speed Limit –Increase the maximum speed limit on the Flinders & Lincoln Highways from 90kph to 100kph for Road trains.

Parking Bays (rest areas)

- Increase the quality and number of parking bays.
- Blue Marker Program – this initiative needs to be investigated further.

Clearer signage for 40 kph speed limit for road trains travelling through Port Augusta and applicable townships.

In conjunction with industry, take a strategic approach in ensuring the adoption of the PBS standard throughout South Australia in conjunction with Industry

APPENDIX D: ISSUES FOR FUTURE CONSIDERATION

ROUTE EXTENSIONS

Upgrade these routes to allow Triple Road train access:

- SA Border at Innamincka to Orroroo
- Coober Pedy to Lyndhurst via William Creek
- Coober Pedy to Oodnadatta
- Marla to Oodnadatta
- SA Border near Birdsville to Orroroo

Permit RAV access to the road network in the Quorn and Hawker council areas

Permit road train and larger heavy vehicles access between Pimba, Roxby and Marree

Permit B-double access on the Inman Valley Rd via Strathalbyn to the South East

Permit B-double access on Angel Road, Pinnaroo

Permit Road train access from Ouyen, Victoria to the freight hub at Monarto, SA

Permit B-double access on the route between Saddleworth and Marrabel

Upgrade the following sections of road to allow B-double access:

- Between the Mallala section of Cheek Road from Redbanks Road, Gawler to Cheek Rd; and
- From the Wasley's Rd intersection in the Light Regional Council to the feed mill on Coleman Road, Pinkerton Plains.

Upgrade access to the Viterra site, Gladstone, to Main North Road and surrounding unsealed district roads for Road train use.

Ensure access to the Eudunda/Truro road for single Semi trailers.

Establish staging areas in Nurioopta for B Triple Road trains.

Upgrade access to Farrell Flat Rd into Clare to permit B-double heavy vehicles.

Upgrade access from Jamestown to Whyte Yarcowie Road, on the Whyte Yarcowie – Jamestown Rd. to permit B-double heavy vehicles

Permit Road trains access from Jamestown to Hallet road, via the Wilkins Highway.

Permit Road trains from Keith to Pinnaroo to Balrenald

Ensure all feeder roads to timber areas in the South East are accessible to Restricted Access Vehicles.

Upgrade Railway Crossings for Road train access and declare more commodity routes in the Elliston and Wudinna Council areas.

Ensure Road train access between:

- Yardea Road to the Eyre Highway approximately 4km east of Poochera.
- South of the Kwaterski Road and Yardea Road intersection
- Pildappa Rd to Dodgson Rd.
- Dodgson Road from Kwaterski rd to Eyre highway approx 5km west of Minnipa.

Permit Road trains north and west of Pt Augusta joining Eyre & Stuart Highways.

Upgrade the route from Balumbah, Kinnaird to Kimba to permit HML access, once the road is sealed

Permit Road train access to all current B-double routes rather than B-Triple Road trains as they have lower unladen weights allowing more freight at lower cost per movement per cycle

Upgrade road access to ensure Road trains or B-Triple Road trains are able to deliver grain to ports from farms

Develop an AB Triple Road train network in South Australia, operating at HML without PBS or IAP.

ROUTE EXTENSIONS

Upgrade access between Strathalbyn to Finniss to allow B-double heavy vehicles, including Dry Plains Road, Nurragi Road, Landseer Road and the Finniss to Milang Road

Permit Road train access to all broad acre agricultural areas at 70 km speed limit on non-bitumen roads

Upgrade the route between Cape Jervis and Kangaroo Island to allow B-double access.

Permit B-Triple Road train cartage of grain along the Eyre Highway near Ceduna, in line with the approval to cart mineral sands by B-Triple Road trains along the same route.

Upgrade the Port Victoria /Maitland to Port Giles route to allow B-double access

Upgrade all major roads on Kangaroo Island to allow B-double access

Upgrade all out of Council area unsealed roads to allow High Productivity Restricted Access Vehicles

Extend B-double access to Dry Plains Rd and Nurragi Rd, Strathalbyn.

Permit Road train access from 15km South of Loxton on the B57 Loxton-Pinnaroo Road to the Westbrook Feedlot.

Extend B-double Road train access on Joyce's road, around the Hambridge reserve, Upper Eyre Peninsula

Upgrade the South East Freeway to Verdun to allow B-double HML access.

Ensure all roads in the district council of Mt Remarkable are commodity routes. Ensure all country roads are commodity routes.

Upgrade access over the Coonamia Rail Crossing on Wauchopes Road, Port Pirie to permit Road train access.

Upgrade Stott Highway to Hurns Rd to permit RAV access

Upgrade all category 3 roads in the District Council Area to allow B-double Road access.

Permit B Double 25 metre HML access from Aldinga Beach to the northern side of Yankalilla Including type 2A PBS approved heavy vehicles

Permit B-doubles on the South East freeway and the Dukes Highway north to NSW

Permit B triple or AB double combinations with stock crates from the WA border through to the Dublin sale yards via Highway 1.

Permit short Road trains on B-double routes.

Upgrade Lock Road, Elliston DC to permit Road train access. Permit Road trains along Lock/Skinner Roads (Kopi District Rd).

Upgrade the route from Snowtown to Balaklava via Blyth to allow B-double access

Permit HML access through Kapunda township to the Kapunda Silo.

Upgrade access between Auburn and Halbury to permit B-doubles.

Upgrade access to Penna Road, Nantawarra to permit B-doubles.

Upgrade access to all Wattle Range Council roads to permit B-doubles.

Upgrade access to permit B-doubles between the farm Gate on Mayfield Rd, Inman Valley and SE Victoria or Mid North SA.

Open all State and Council roads to all classes of heavy vehicle during the harvest season with an 80kph limit on unsealed roads, the same as NSW.

Permit the use of AB Double Road trains on Type 1 Road train Routes at Heavy Mass limits without having to go through PBS.

Permit Road trains on the Port Augusta to Adelaide commodity Route

Upgrade access between Kyancutta and Karkoo to B double Road train

Permit triple dolly Road trains on all roads including all dirt roads

ROUTE EXTENSIONS

Upgrade all roads to permit access to Road trains

Grant general access on the Yorke Peninsula for B-doubles & Overmass Single Road trains

Upgrade access between Marla - Oodnadatta-Coober Pedy-Oodnadatta to Road trains and higher specified vehicles.

Ensure B-double and higher mass limit vehicles have access between Coober Pedy-William Creek

Ensure B-double and higher mass limit vehicles have access to the Birdsville Track

Seal the Strzelecki Track

Upgrade Joyce's road which runs around the Hambridge Reserve, Boonerdo, to B double and Road train

Upgrade the route between Saddleworth and Marrabel to B-double and Road train

Upgrade part of Cheek Rd, Wasley's near Roseworthy, to Road train

Upgrade the section of Cheek Road to Riddleys, via Wasleys to B-double HML

Ensure higher mass vehicles have access to the Eudunda silo site.

Extend the Road train route from Ardrossan to Port Wakefield. Permit Road train access to farm properties.

Permit Road train and B-double access between:

- Jamestown to Hallet to Morgan to Lake Bonney onto Sturt highway and then through Loxton to Yamba to the SA/VIC border; and
- 15km south of Loxton on the Pinaroo Rd to Westbrook feedlot.

Permit Road train access from Jamestown on the B78 to Hallet, Hallet to Morgan on the B64 past overland Corner OD Route best of Lake Bonney, follow OD Route through Loxton to Yamba through to the SA-Vic Border on Stuart Highway.

Permit Road train access from Jamestown to Whyte, Yarcowie Road.

Permit Road train access and B-doubles from Mount Gambier to Portland via Nelson and Mount Gambier to Portland via Dartmoor and Heywood.

Permit B-double and Road train access between Mt Gambier-Naracoorte-Bordertown, Pinaroo-Ouyen-Mildura and Mt Gambier-Casterton-Hamilton-Ballarat

Permit B-double and Road train access between Mt Gambier-Casterton-Hamilton-Ballarat

Upgrade access around Tumby Bay to allow B-double and Road train access

Upgrade access on Polly Plains Road

Permit HML access between Whyalla and the Iron Knob.

Develop an alternative Heavy Vehicle route from Murray Bridge to Gepps Cross bypassing Adelaide.

Ensure B-double access from the SE Freeway into Lobethal

Upgrade all Eyre Peninsula Roads to HML.

Develop a Kapunda bypass by sealing the dirt road which passes Mantina Quarry.

Upgrade the road from the Northern Expressway to the entrance of the SA Water site to pick up bio solids.

Declare all roads in the Strathalbyn, Finnis, Goolwa, Yankalilla areas to be Commodity Routes.

Permit B-double and Road train access to Booleroo Centre via Appila and Laura from Highway One

Permit B-double access from the Wilkins Hwy from Crystal Brook along Hughes Gap Rd

ROUTE EXTENSIONS

Permit Road trains from Possum Park Road from Wilkins Highway to Laura and Laura to Gladstone silos, including the side road access to these roads

Permit B-double and Road train access from Zerk Rd to Skinner Road (Elliston District Council) to Old Warrambo/Kimba Rd (Wudinna District Council).

Upgrade the Barossa Freight route (Route B10, B35, 58, 53) to permit B-double access.

Permit B-double and Road train access from Ardrossan to Pt Wakefield / Pt Giles to Maitland via Minlaton / Maitland to Minalton / Minlaton to Stansbury /Urainia to Balgowan Rd via South Kilkerran Rd

Permit B-double and Road train access to Streaky Bay and Poochera Raod and the Flinders Highway from Peidnippe to the Maryvalle Corner

Permit more Road train access in area of Wudinna council,

Give Road trains blanket approval to access the Gawler Ranges

B Double access over the Rosedale bridge into Concordia

Triple road train access into the APY lands

LAST MILE

Permit HML vehicles access to the Andrews Grains Silo.

Permit B-double access:

- To the Bordertown silos on Brown Tce from Crecoona Tce.
- Along Cannawigara Road, Bordertown to Tatiara Tce and then turn left and then right onto North Tce.
- To the Wolseley silos on Ridgway Road off of the Dukes Highway without detouring through town

Permit Road train access on the Princes Highway from Yardea Road to Eyre Highway Kwaterski Road, Minippa from Plidappa Road to Dodgson Road and Dodgson Road from Kwaterski Rd to Eyre Highway

Upgrade heavy vehicle access from the Tod Highway to Birdseye highway

Upgrade heavy vehicle access from McLachlan Way to Tod Highway

Upgrade RAV access to roads in the vicinity of Saddleworth

Upgrade all country roads situated in open flat country from B-double to allow Road train access.

Ensure the cross border movement of Road trains and double and triple drop deck loads of hay.

Permit RAV access from the Onkaparinga Hills to Nuriootpa

Lift the 25 tonne gross limit on roads around Waddikee

Permit RAV's access to Rawnsley Park Road via Hawker

Improve RAV access to Greenhill Rd between Uraidla and Balhannah by removing dead and low trees and the sharp bends

Excuse short trips for agricultural purposes from the paddock to an on farm hayshed or silo system from general RAV road requirements.

LAST MILE

Permit RAV access to the first 3.3km of Bremer Valley Rd, Callington, Murraylands and Riverland, providing access to the SE Freeway and Old Princess Hwy,

Upgrade Saddleworth Rd to Ashton Rd and Crawfords Rd to commodity route, Saddleworth, Yorke and Mid North

Permit RAV access to the corner off the Barrier highway on Saddleworth Rd , Saddleworth

Upgrade the first 2.74 kms of the main route into and out off the Mallala Council area to permit B Double access.

Upgrade the heavy vehicle access to the feeder roads in and around Mount Gambier to the Princes Highway and the Mt Gambier - Portland Road via Nelson.

Permit B-doubles access to Dry Pains Road and Nurragi Road, Strathalbyn

Upgrade all unsealed roads on Kangaroo Island to permit heavy vehicle access.

Upgrade Mine Hill Rd, Tumby Bay to permit RAV access.

Permit RAV access from Sieberts Road to Murdinga-Murlong Road, Eyre Peninsula

Permit RAV access to May Rd, Hier Rd Olsen Rd, Matthews Rd

Permit RAV access to farm properties situated off Wills Rd and Hambidge Drive. Both these roads run off the Hundred Line Rd and Gray Rd which is a commodity route.

In the Whyalla / Eyre Peninsula regions ensure RAV access to properties situated off the main access roads.

Permit RAV access from the South East Freeway to Verdun

Ensure all South Australian RAV network access conditions are consistent with the conditions imposed by other states and territories

Upgrade Mayfield Rd, Inman Valley to provide for RAV access

Ensure all feeder roads in South Australia's agricultural regions are upgraded to commodity routes

Ensure all silo sites permit HML access

Ensure HML B-doubles have access to all unsealed roads in the Light Regional Council area during harvest.

Provide RAV access for farms situated off Main Road, Cowell, Mangalo Road to Cleve, Mangalo Road

Upgrade Athenna Road and Wire Gate Tank Road, Whyalla and Eyre Peninsula, to permit Road trains and B doubles.

Permit RAV access to Chewings Road between Pordia Road to Talia Road, Wudinna

Upgrade access for HML B-doubles on Ashbys Back Road along the Goyder Highway, Yorke and mid North

Permit RAV access on Skinner Rd from Kerk Rd heading north to the start of the Wudinna council boundary (approx. 7.5km)

Upgrade access to the Rudall Rd, Cleve, grains Silo from Road Trains to Higher Productivity Vehicles



