

## **PRESS RELEASE:**

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Melbourne VIC

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## **IMMEDIATE RELEASE**

### **HPFV - MONSTER OR MARVEL??**

Melbourne, VIC (December 12, 2008) – Much confusion has arisen surrounding the proposed trial of modified heavy vehicles within the Green Triangle Region. The Portland OBSERVER article dated 12<sup>th</sup> December 2008 discusses the introduction of modified B-Doubles as part of the government's \$38 billion transport plan. The vehicle concept has been part of an extensive innovation strategy undertaken by NOSKE Group, a private, locally owned transport and logistics company. The NOSKE Group have invested in excess of **\$100,000** in research and development of Higher Productivity vehicle concepts over the past **15 months**. The company has a track record of innovation and continual improvements within the industry. Mr Tony Noske, Executive Director of Operations stated that "as a company that is focused on innovation, we are committed to the constant investment in new technologies and are continually reviewing our business functions to determine the most efficient, safe and effective method for supply chain solutions".

The modified vehicles are part of a localised trial to assist in improving the transportation of woodchips to the Port of Portland, which has been undertaken in the same way for the past 25 years. The use of these vehicles will reduce the number of vehicles movements on the route into the Port of Portland by 17.5% over a standard B-Double and by 50% in comparison to the traditional semi trailer type vehicle.

The safety and handling dynamics of the proposed high productivity freight vehicles (HPFVs) has been critically analysed by the National Transport Commissions (NTC) Performance Based Standards (PBS) system. This system provides incentives to logistics providers who develop equipment that offers safety and efficiency improvements. "Our vehicle concept has been extensively tested under the NTC Performance Based Standards system and will feature some of the very best safety technology currently available anywhere in the world" Mr Noske explained. The vehicle modification in this case primarily consists of a standard B-Double with 11 axles rather than the existing 9. This modification has resulted in a reduction in the gross weight carried per axle of each trailer axle group.

The safety features of the Noske Group's proposal include:

- High Visibility “Bright Yellow” top section, front and rear to assist in identifying the vehicles to other motorists.
- Low centre of gravity and high roll stability – The trailers are designed to be very stable.
- Spray suppression on all axles.
- High mounted, high visibility “day” running lights.
- High mounted rear visibility lights.
- Drivers will all be highly experience and paid above award hourly rates of pay, “dramatically different to the pay by trip mentality that prevails in this region currently which tends to encourage drivers to breach regulation in order to increase their remuneration”.
- Electronic Braking System with E- Generation “Roll Stability Control” plus telematics– this system monitors all functions of the vehicle electronically including stability, tyre pressures and axle weights and will send this data in real time back to a new command centre Noske Group have established in Portland.

This command centre will monitor every vehicle operated in real time and has the ability to communicate with and demobilize any vehicle being driven outside of the agreed safety parameters.

These amongst many other elements of the NOSKE Group proposal will see brand new purpose designed vehicles, which are vastly superior and much safer than the current practice of converting old grocery vans and shipping containers into woodchip transport trailers. Mr Noske has stated that “we strongly believe that the trial of these specialised high productivity vehicles will present an invaluable opportunity for not only business within the Green Triangle Region but the community overall”.

Mr Noske explains how he “played a key part in the introduction of B-Doubles in the early 1990’s and the B-Double has proven over the past 15 years to be an extremely safe and highly efficient freight vehicle”.

HPFV’s are the next step in safety and productivity.

Noske Group is quality accredited under the National Heavy Vehicle Accreditation Scheme ( NHVAS ) and in 5 years of operation has a **ZERO** accident and lost time injury record.