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**News** - Local - General News

### 300 jobs
By Peter Veness
Saturday, 2 July 2005

THREE hundred permanent jobs will be created by a $100 million road-rail freight terminal to be built at Kelso.

The announcement was made at Bathurst Regional Council chambers yesterday and was warmly welcomed by both mayor Norm Mann and state MP Gerard Martin.

The terminal, to be built by Slobobax Pty Ltd, has been classified as a development of state significance – this means planning approval has been handed over to planning minister Craig Knowles.

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# Blayney Chronicle

News - Local - General News

## Truck noise a growing problem

Genavieve Zoeller
Thursday, 7 July 2005

Despite the effort to deter truck drivers from using compression braking by councils in the Central West, the braking system is still used and the noise seems to continue.

Hundreds of trucks are passing through Blayney each day and many are using compression brakes

The erection of courtesy signs in the hope to discourage truck drivers from using noisy compression braking near houses has been one plan implemented by councils throughout the Central West, although not all signs are obeyed.

Truck drivers travelling into Blayney ignore the signage and use the brakes as they are necessary to slow down in time, according to the operations manager of Smiths Transport Orange, Andrew Woodside.
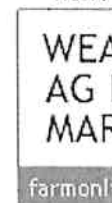
"It is hard because you've got to come down a fairly big hill [through Blayney], so you need compression braking," Mr Woodside said.
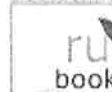
He said compression braking is an auxiliary system needed for the safety of the drivers and when coming from Orange towards Blayney, trucks are approaching a 50km per hour zone directly from a 100km per hour zone, making it difficult to stop quietly without compromising the effectiveness of their braking systems and the quality of their tyres.

"We tell our blokes not to use them in town, where there are homes close by, but Blayney is a bit of an exception."

"They try to minimise it [compression braking] as much as they can, but they need it to help control their speed," said Mr Woodside.

Despite admitting that trucks do use compression braking in areas where they are constantly asked not to, Mr Woodside said, "most towns I can think of don't really need them".

Simon Armitage from Blayney Shire Council said they attempt to direct trucks towards the main streets of town to avoid main housing areas.

"But obviously with compression braking there's a bit of noise associated with it," explained Mr Armitage.

The managing director Australasian Transport News, Andrew Stuart, said that Australia does not have a round network that is sophisticated enough to ensure competitive freight rates, to compete globally.

"That's why we have the trucks that we do. They are heavier and are run for longer rates of time [driving] which places more pressure on the engine, and we run bigger engines, because of this," said Mr Stuart.

Current reforms in adopting European regulations concerning the type of trucks we may use in the future are set to occur soon, although some feel this might not be the answer.

As Mr Stuart explains, "adopting European regulations doesn't work here, because we don't run European trucks. We run US and Japanese technology as well.

"Our engines run on higher horse power, so there are issues introducing this type of reform," said Mr Stuart.

He also makes the point that it is common sense for drivers not to use their "jake-brakes"; a label the trucking industry has put on compression braking.

Greg Hooper from Blayney Shire Council, says when reports are made to their council, they are directly

referred to what they call their 'Traffic Committee'. Made up of council staff members from the local Roads and Traffic Authority (RTA), the police, and representatives from state politicians, Mr Hooper ensures their response system to these problems is fairly efficient.

"If it is a further problem, the council will put up a sign," he said.

Mr Hooper explained a sign of this type would be an easy process taking, "a couple of weeks to get the actual sign made, and around $1,000 to erect. It is not an issue".

As far as legality goes Mr Hooper feels as though the issue of compression braking is not a permissible issue, but one of courtesy.

Mr Hooper does mention the fact that warnings placed across Central West highways, are simply courtesy signs, aimed at truck drivers to be aware of just how much noise compression braking does create.

Mr Stuart agreed with this, but did mention that there is a further need to inform truck drivers of this problem.

"It's a minority of people, and it's just an education problem," explained Mr Stuart.

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