

MEDIA RELEASE

15 December 2008



25 National Circuit
FORREST ACT 2603
Tel: (02) 6253 6900
www.atatruck.net.au

CARBON POLLUTION REDUCTION SCHEME WHITE PAPER

The Carbon Pollution Reduction Scheme will enable Australia to meet its greenhouse gas targets at the least cost to businesses and the community, the Chairman of the Australian Trucking Association, Trevor Martyn, said today.

He said the trucking industry will have to play its part in the scheme, but there will be no complex regulations or green tape for individual trucking operators.

“Under the scheme, fuel companies will be responsible for buying carbon pollution permits and will add the cost of those permits into the price of the diesel used by the trucking industry,” Mr Martyn said.

“There will be no extra regulations imposed on small trucking companies; owner-drivers won’t have to worry about buying and selling carbon permits to drive their trucks.

“The only effect of the scheme on most trucking companies will be to increase the effective price of diesel after July 2011.

“No-one likes to pay more for fuel, but trucking companies and their customers have to deal with changes in the price of fuel all the time. The price of diesel spiked upwards by almost 40 cents per litre between March and July this year, before falling again.

“Trucking companies will need to make sure they have systems to review their fuel costs regularly and pass them on to their customers. They will also need to look aggressively at ways to reduce their fuel consumption, including by:

- using hybrid trucks, which can achieve fuel savings of up to 14 per cent, and by considering the use of alternative fuels to power prime movers, such as LNG or CNG;
- changing their operating and maintenance practices to minimise their fuel consumption; and
- training drivers in fuel efficient driving techniques, which can slash fuel use by up to 27 per cent.

“The Government has announced a \$2.15 billion Climate Change Action Fund, which will provide companies with assistance to invest in more efficient equipment. The ATA will be pressing the Government to make this assistance available to trucking companies,” he said.

Mr Martyn welcomed the Government’s plan to introduce a new CPRS fuel credit for the trucking industry to offset the initial effect of the scheme on fuel prices.

“The new fuel credit will be available from the start of the scheme, 1 July 2010, and will continue for a year. Importantly, the new fuel credit will be separate from the fuel tax credit that the industry currently receives.

“The CPRS fuel credit will give trucking companies an extra year to get ready for the increased fuel prices under the scheme,” he said.

Mr Martyn said the Government would need to complement the introduction of the CRPS with a package of measures to make it cheaper for trucking companies to reduce their use of diesel.

“The ATA believes these complementary measures should include:

- regulatory reforms to enable the industry to increase its productivity, such as allowing the use of larger and safer B-triples between Australia’s capital cities. A typical linehaul operator would save more than 2 million litres of diesel a year by using B-triples; this would reduce its direct greenhouse gas emissions by more than 5,900 tonnes per year.
- strong congestion management measures in major cities, because congestion accounts for 40 per cent of the fuel consumed in urban areas; and
- research and development funding for alternative fuels technology, coupled with funding for research and development into engine technology,” he said.

Media contact: Stuart St Clair 02 6253 6900 / 0428 488 330
 Bill McKinley 02 6253 6900 / 0488 292 823