

# Green Truck Partnership Charter



## The Green Truck Partnership

The Green Truck Partnership (GTP) is a collaborative initiative developed between the NSW Roads and Maritime Services and the road freight industry.

The partnership was established in September 2009 and has been developed to provide the national road freight industry with real world information on the economic, operational and environmental performance of alternative transport fuels and technologies.

### An emerging national agenda

The GTP has been developed as a considered response to a growing issue concerning the current and future environmental impact of heavy vehicle emissions on the built and natural environment. Coincident with this government concern, is a rising industry concern about the price outlook for conventional transport fuels and the indirect price impact of a foreshadowed price on carbon.

The net effect of these two issues is the creation of a business case for joint government-industry action to create a more sustainable road freight industry – one that is characterized by reduced vehicle emissions and a reduced level of industry susceptibility to the adverse financial impacts of rising fuel prices.

Analysis of industry activity reveals an increasing number of government and industry initiatives targeting reduced emissions and improved fuel efficiency of road freight in Australia. Some of these initiatives are designed to increase industry awareness of the practical and near-term actions that can be taken, while others are focusing on industry capacity building and fuel efficiency benchmarking.

Energy independence	Australia's oil self-sufficiency was 54% in 2007	Forecast demand and decreasing supply suggest Australia's oil self-sufficiency will be below 20% by 2030	The decline in self-sufficiency is expected to increase the net trade deficit five-fold by 2030	Increased fuel prices are likely to have a knock-on effect in terms of reduced national competitiveness and rising prices for goods and services	<i>Energy independence and greenhouse concerns are creating significant risks for the freight industry and the wider community.</i>
<b>Increased community and industry risk</b>					
Greenhouse	Road transport accounts for 12.5% of national emissions	GHG emissions from road freight have grown by 40% since Kyoto	Commercial vehicles account for 20% of the fleet, but 40% of the emissions	GHGs from commercial vehicles are forecast to grow three times faster than passenger vehicles to 2020	

## The role of cleaner vehicle and fuel technologies



One of the more challenging opportunities for improvement in this area concerns the industry adoption of cleaner vehicle and fuel technologies. While new technologies are emerging with increasing frequency, there is considerable uncertainty about the real-world financial and environmental performance of these technologies.

This uncertainty appears to be contributing to an understandable level of investment uncertainty, effectively creating a barrier to market entry.



## Principal objectives

The GTP has been specifically developed to address the current uncertainty associated with the real-world economic, environmental and financial performance of alternative vehicle and fuel technologies in the heavy vehicle industry.

The principal objectives of the programme are to:

- evaluate the real-world performance of alternative fuel and vehicle technologies for road freight in Australia
- disseminate the findings of these evaluations to the industry operators, policy makers, and the community at large.

A secondary objective of the GTP is the creation of an ongoing industry dialogue with respect to future opportunities to reduce emissions and increase the fuel efficiency of road freight vehicles in Australia.

## Core activities

The GTP will achieve its objectives by undertaking the following specific activities in partnership with key stakeholder groups.

- Development of a protocol of the testing and validation of vehicle and fuel technologies for road freight vehicles in Australia.
- Conduct of in-service evaluations of new vehicle and fuel technologies in partnership with industry operators and freight customers.
- Preparation and dissemination of case study information in respect of the real-world performance of alternative vehicle and fuel technologies for road freight vehicles.
- Conduct of industry briefings and seminars.

## Program oversight

A joint industry/government steering group has been assembled to provide oversight of the GTP and ensure that the initiative pursues actions that are directly relevant to the needs of industry.

The steering group is chaired by NSW Roads and Maritime Services and membership includes the following organisations:

Australia Post  
BIS  
Blacktown Council  
Boral  
Coles  
EPA  
LNG Refuellers  
Roads and Maritime Services  
Ron Finemore Transport  
TIC  
TOLL  
Transport for NSW



## Further information



Further information about the initiative can be obtained by visiting

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

or by contacting:

**Guido Zatschler**

Senior Engineer

Operational Support & Development

Environment Team

NSW Roads and Maritime Services

Tel: (02) 8588 5533

Fax: (02) 8588 4153

[guido.zatschler@rms.nsw.gov.au](mailto:guido.zatschler@rms.nsw.gov.au)