

The New Zealand & Australian Experience with Central Tyre Inflation

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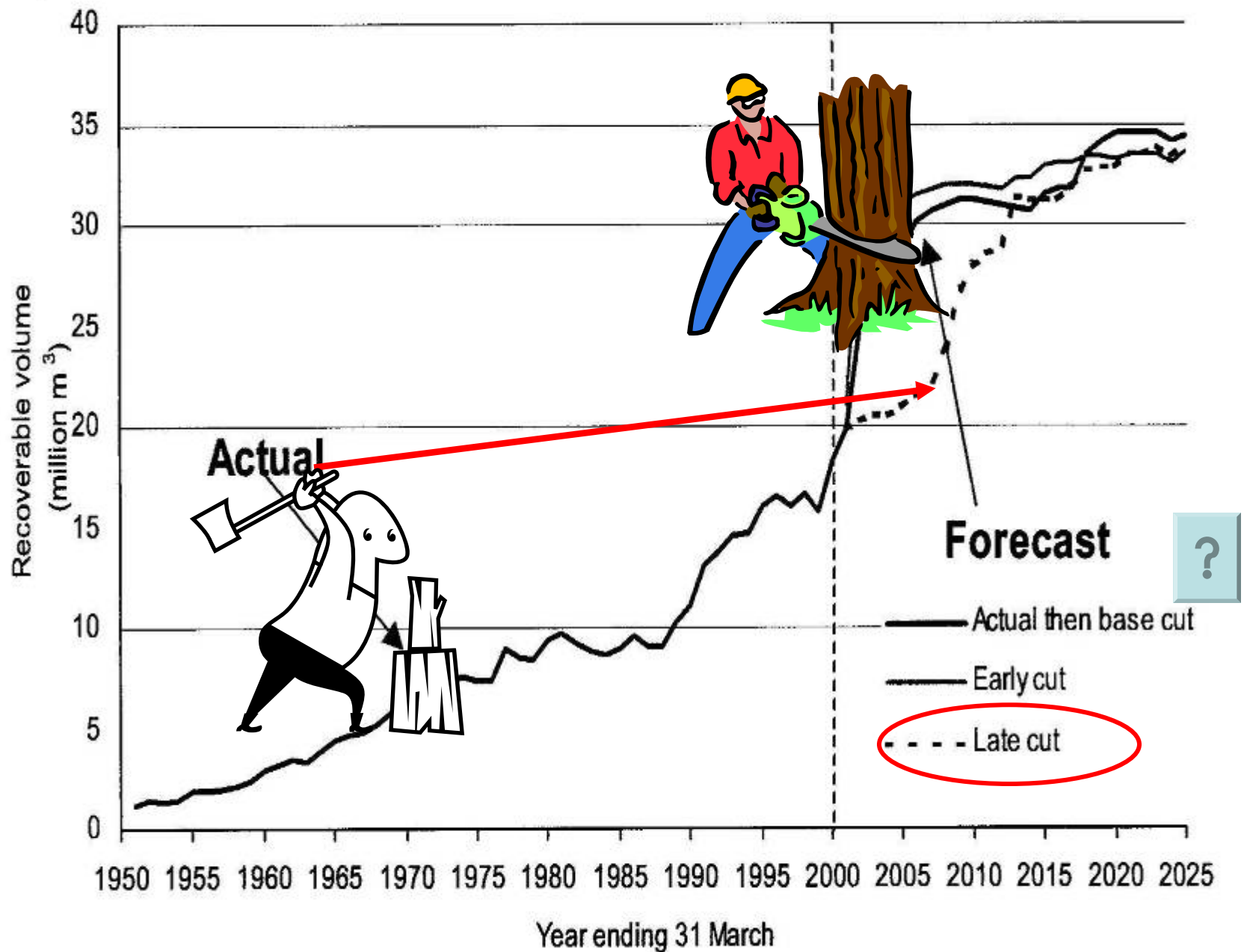


Log Transport Safety Council



Eliminating Log Truck Rollovers

Graph 1: Actual and Forecast Harvest from New Zealand's Planted Forests



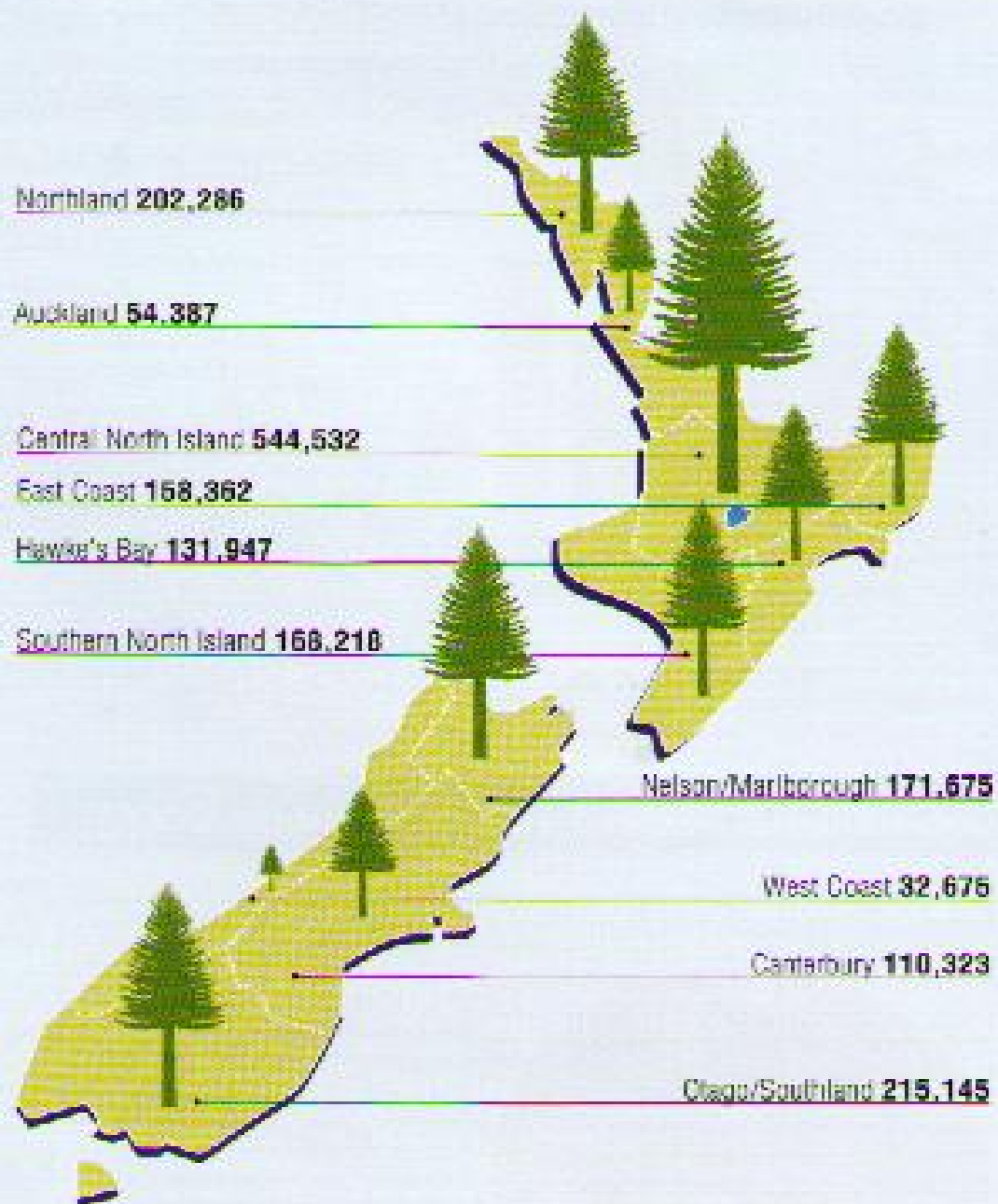






109

(Hectares)



State Highway Network North Island







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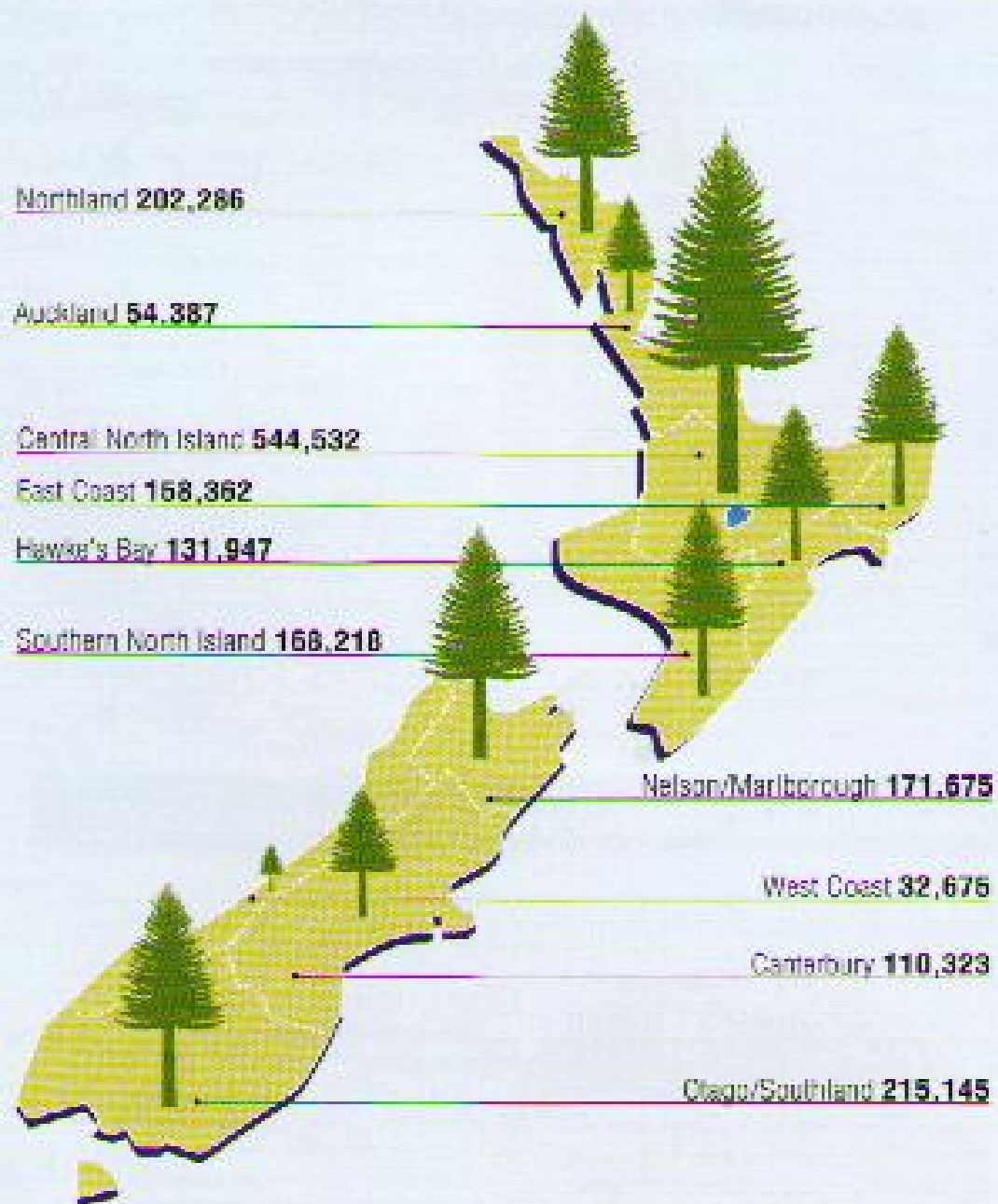








(Hectares)



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Conclusions

Where the Rubber
Meets the Road

Return on Investment

- Operators will only fit CTI equipment when they can see they will get a ROI.
- If its left to the operator, they will generally only fit Single Zone Systems (Drive axles only)
- Low Impact Vehicles should be paid a premium to recognise the increased capital cost and the reduced environmental damage.

Transfer Costs

- CTI is often seen as a way of reducing Roading and Harvesting Costs
- Often this is nothing more than transferring the costs onto the Transport Operator

How To Increase The Use Of CTI Technology

- Make the use of Low Impact Vehicles part of the requirement of the Harvesting & Transport Contract
- Have a rate schedule that reflects the increased costs of using Low Impact Vehicle Technology

How To Increase The Use Of CTI Technology

- Technology Transfer. Educate the decision makers (and Greenies), about the benefits of Low Impact Vehicles

Other Suggestions

- Allow for a reasonable time frame for vehicles to be equipped
- Set the equipment standards high
- Set tyre pressure standards for Low Impact Vehicles and ensure they are used

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