

City of Greater Geraldton

2.7 Heavy Haulage Cost Recovery

SUSTAINABILITY THEME

Economy

OBJECTIVES

The objective of this policy is to present a framework for the recovery of costs for additional road maintenance caused by heavy vehicle operators undertaking a defined non-grain commodity freight task on the City of Greater Geraldton road network.

POLICY STATEMENT

The serviceable life of a road is dependent on the quantity and type of heavy vehicle passes. A road is typically designed to last for a defined period (typically up to 50 years or more). If an industry or mining Proponent proposes a non-grain commodity transport task that increases the volume of heavy vehicles well above the quantity that a road was designed and constructed to carry (an Extraordinary Load), then the life of the road will be consumed at a much higher rate than anticipated.

The City recognises that it is unreasonable for the community to bear this additional cost and that the expenses should be recovered from the Proponent at a fair rate to offset the cost of additional maintenance and reduction in the life of the road.

POLICY DETAILS

1. Cost Recovery

Cost recovery is modelled on:

- 1.1. Sealed Roads: *User Guide – Estimating the Incremental Cost Impact on Sealed Local Roads from Additional Freight Tasks (WALGA & ARRB 2015);*
- 1.2. Unsealed Roads: *User Guide – Estimating the Incremental Cost Impact on Unsealed Local Roads from Additional Freight Tasks (WALGA & ARRB 2019).*

2. Agreement

An agreement between the City and the Proponent can be established to recover expenses to include the following information:

- 2.1. Type and axle configuration of the vehicles to be used for the task;
- 2.2. The annual quantity of vehicle passes and the payload tonnage;
- 2.3. The routing including return journeys;
- 2.4. The duration of the task;
- 2.5. The annual and unit rate expense and method of calculation;
- 2.6. Payment terms and conditions;

- 2.7. The obligations of the parties including works records, expenditure, evidence and audit requirements in relation to the determination of actual payload tonnages and notifications of changes to vehicles, payload or routing;
- 2.8. Conditions of expiry of the agreement;
- 2.9. Hours and conditions of operation;
- 2.10. Breaches of terms of remedy for the City and Proponent;
- 2.11. Duties of the City and the Proponent.

3. Negotiation

The following conditions may require negotiation with the Proponent in establishing the cost-recovery expense:

- 3.1. If the category of road has already been constructed to a suitable level to support the proposed freight task;
- 3.2. If the road pavement is not in a suitable condition to service the proposed freight task, then the City shall negotiate with the Proponent on a strategy and cost to bring the road to a serviceable condition before calculating an annual expense;
- 3.3. If the magnitude of the freight task is of such a volume that the road is likely to experience structural failure in a short period, then the City shall negotiate an appropriate strategy for the Proponent to fund the upgrade to structural capacity of the road in advance;
- 3.4. If the proposed ESA are excessively above the limits in the WALGA User Guides or if for any other reason this method is deemed inappropriate, then the City may elect to calculate the cost recover expenses using an alternative method.

4. Funding and Service

Funds collected from the Proponent will be used for routine maintenance, preservation and structural strengthening activities on the section of road used by the Proponent.

- 4.1. The City will take all reasonable steps to keep the road in a serviceable condition for the duration of the agreement. The City will keep records to ensure transparency of application of cost recovered expenses to the City's road network;
- 4.2. The Proponent will provide timely notification to the City if there are any changes to the type of vehicles and axle configurations, annual payload and routing.

On termination or expiry of an agreement, any remaining funds shall be retained for 12 months after which the road will be inspected and the remaining funds shall be used to repair any defects so that the road is in a similar condition to when the agreement began. Any remaining funds shall then be returned to the Proponent.

KEY TERM DEFINITION

Agreement means an agreement between the Local Government and a Proponent defining the conditions of access including cost recovery of expenses for a defined transport task.

Annual Design ESA (ADESA) means the predicted annual ESA that was used to design a road pavement structure. If this is unknown it may be estimated based on the average annual ESA from historic traffic counts or the annual ESA that would reasonably be expected for a particular category of road under normal circumstances.

Equivalent Standard Axle (ESA) means the number of standard axle loads which are equivalent in damaging effect on the pavement to a given vehicle or axle loading. Every vehicle combination can be expressed as a number of ESA.

Extraordinary Load means as a freight task that will result in a significant increase in the Annual Design Equivalent Standard Axle (ADESA) resulting in damage to the road pavement and reduction in the structural design life of the road giving rise to extraordinary expenses as a result of increased routine and planned maintenance and premature failure necessitating rehabilitation or reconstruction of the road.

Proponent means the party that is requesting to use a City road for a defined freight task.

Routine maintenance: means unplanned activities that maintain the serviceability of the road e.g. repairing potholes, cleaning drainage structures, repairing edge breaks and sweeping pavements.

Preservation means planned maintenance and rehabilitation that are designed to preserve or extend the serviceable design life of the road e.g. crack sealing, resealing with a bituminous sprayed seal, rehabilitation of gravel shoulders and replacing culverts and kerbs.

ROLES AND RESPONSIBILITIES

This policy applies to any Proponent that plans to run a defined vehicle freight task on the City's Road network.

WORKPLACE INFORMATION

City of Greater Geraldton Integrated Transport Strategy 2021

Road Traffic (Administration) Act 2008

State Planning Policy 3.6 – Infrastructure Contributions

City of Greater Geraldton Sealed Road Heavy Vehicle Cost Recovery Model

City of Greater Geraldton Unsealed Road Heavy Vehicle Cost Recovery Model

POLICY ADMINISTRATION

Directorate		Officer	Review Cycle	Next Due
Infrastructure Services		Manager Engineering Services	Biennial	2024
Version	Decision Reference	Synopsis		
1.	ISXXX 00/00/2022	New Policy		