



Blanchards moving to greener highways

best in business

CLEANER and greener trucks have hit the North Coast as part of new laws that further reduce the environmental and noise impacts of road transport.

Last Friday, representatives from Volvo head office visited Grafton to present Herb Blanchard Haulage chief executive officer Robert Blanchard with a plaque to acknowledge his as the first firm in the region to purchase a truck from their range that satisfies new emissions standards.

The new standards known as ADR 80/02 came into effect on March 1 for all users and dictate that all new trucks bought from that date must further reduce their emissions of nitrous oxide and particulate matter.

Volvo regional sales manager Robert Walker said the new Volvo truck exceeds this requirement.

The trucks harness technology that combines its diesel emissions from the motor with a new mixture called 'adblue', which is made up of 32.5 per cent urea, a derivative of natural gas, and water.

Once this mixture has been through a catalytic converter the remaining exhaust that is released into the atmosphere is nothing but water and nitrogen – both of which are naturally occurring elements, according to Mr Walker.

The 'adblue' is stored in an extra tank fitted to the vehicle.

Other additions include the converter and a pump, he said adding that the new trucks are also half as quiet as comparable trucks.

Michael Parker, Volvo regional



■ Volvo regional sales manager Robert Walker, Herb Blanchard Haulage CEO Robert Blanchard, fleet controller Chris Blanchard and Volvo retail area representative, Michael Parker.

PHOTO: DEBRAH NOVAK.

area manager, said the new trucks will make a very real difference to the people living and working near the highway.

The new trucks were evidence that the industry had a very responsible side said adding that it was no longer all about 'cowboys'.

Blanchards are a model operator that looks after their drivers and the wider community and their adoption of this new technology was a clear example of

that, Mr Parker added.

Mr Blanchard said that the cost of the new trucks was on par with older trucks.

He had to buy the new technology because of the law but also pointed out that the government has made allowances to the industry by increasing tonnages that can be carried on the front axle, which more than compensated for the extra weight of the technology, Mr Blanchard explained.

His only real concern was for the drivers who now had another 'chore' to do because they would also have to keep an eye on their levels of 'adblue'.

The environmental impact of haulage trucks has come along way over the past 40 years, according to Blanchard fleet controller Chris Blanchard, saying that a truck made in 1969 made as much pollution as 30 modern day equivalent vehicles.

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