



Fuso challenges semis on interstate

In the road transport industry conventional wisdom says that anyone providing an overnight freight service on the notorious Hume Highway either way between the capitals of Melbourne and Sydney, needs to employ a semi trailer or B-double if they want to be successful.

But the gauntlet thrown down by Melbourne-based freight service provider Doug Hayes Transport— a staunch Fuso user — challenges the idea and proves that truck-and-trailer combinations can be highly effective — and more economical — than conventional semis. In fact, Doug has been doing just that with his FV54JT 40-tonne GCM Fuso chassis for over five years.

The Doug Hayes business was already established in both cities, handling local freight delivery services, when the need for overnight transfer between the cities began growing.

“Because I wasn’t running semis in my fleets I had to rely on owner-operator subbies for my interstate legs,” he says, adding that he was shipping up to 100 pallets a day in both directions. But the