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All coupled up and ready to go

By Ainsley Fraser

Ainsley Fraser takes a look at what's going on with trailers.

Trailers – semis, drawbars and even low-loaders, have been an important part of the waste industry's transport capability for the longest time. The big change has been in the variety, content and density of the loads – and the distances over which waste is being carried.

Not that many years ago, there were significant numbers of high sided bulk carriers running unseparated waste to landfill. Now, the same loads will be sorted, separated and processed in new, advanced materials and resources recovery facilities. That is the way of the future ... but the requirement for trailers of many and varied specifications is still there – and growing. The nature of the operation has moved on – and so has the context in which operators see the role of trailers.

The big high cube bulkers, usually tri-axle semi-trailers, are still the mainstay of the waste transfer fleets, with walking floors now accounting for the larger share of the market. Their design and technology has matured and systems today are efficient, robust and reliable. Ejector trailers are still in the mix too, with some faithful followers sticking to what they describe as rugged simplicity that works.

While bulkers are still the chosen carrier for waste transfer between facilities, these days, they are less often to be found discharging off-road direct on landfill.



More likely, the load will be discharged on hard standing, for further processing and materials reclamation. Time was when we would pretty much assume that a bulker would 'cube-out' before it would 'weight-out' – but that is probably not the case now. End of waste stream >

