

MILLERS TRANSPORT GROUP

The IAP was a catalyst for Millers Transport Group to invest in Super B-Doubles. Together, they have allowed Millers to achieve improved productivity and safety.

AT A GLANCE

- Millers Transport Group has 32 prime movers and around 100 trailers.
- 6 Super B-Doubles operate under the IAP.
- Super B-Doubles mean fewer trips and fewer operational difficulties.

COMPANY HISTORY

Syd Miller established Millers Transport Group over 90 years ago, with a horse and cart making local deliveries in Mordialloc. The company now specialises in container transport, with a head office in South Dandenong and a depot in Altona North.

Their fleet includes 32 prime movers and approximately 100 trailers. This configuration of equipment allows them to run six Super B-Doubles, eight B-Doubles and 18 semi-trailers.

Millers Transport Group understands that change represents an opportunity to adapt and remain competitive.

Millers Transport Group saw the opportunity to improve the viability of its business by obtaining a permit through the National Heavy Vehicle Regulator (NHVR) to operate High Productivity Freight Vehicles (HPFVs), also known as Super B-Doubles, in Victoria.

To operate as a HPFV in Victoria, Super B-Doubles must be Performance Based Standards (PBS) approved, and enrolled in the Intelligent Access Program (IAP).

ABOUT MILLERS TRANSPORT GROUP

Millers Transport Group's Business Manager, James Vine, said that container specialisation provides a foundation for warehousing, distribution and the provision of approved quarantine and inspection services under Border Force, the Federal Government's border protection agency.

Mr Vine knows that container transport is a very competitive sector of the trucking industry. As such, the business operates on a 24/6 basis Monday to Saturday, as well as restricted hours on Sundays.

Much of the business involves stack runs – that is, the shuttling of empty containers to and from empty container parks to stevedores' premises at the Port of Melbourne.

'Stack run operators like us play a vital role in the repositioning of empty containers within a port precinct, and throughout the global containerised supply chain by ensuring containers are trucked to where they are needed by exporters and importers,' Mr. Vine said.

'Super B-Doubles are an ideal vehicle combination for stack runs.'

'TCA type-approved Telematics IVUs have been installed across the entire fleet of prime movers – not just the six Super B-Doubles which operate under the IAP. The use of type-approved Telematics IVUs not only enhance the capability of our back office systems – ensuring our business operates in an efficient and reliable manner – but provides us with future opportunities to co-locate future commercial and regulatory telematics applications,' Mr Vine said.



ACCESS BENEFITS AND WORKING WITH GOVERNMENT

Mr Vine said that Millers Transport Group approached Greater Dandenong City Council in order to seek Super B-Double access to their South Dandenong premises.

'They were very supportive. Without that access, we could not operate Super B-Doubles to and from our premises.'

'We have also sought additional access through other local governments. Although we've not always been successful, we respect the decisions made by the councils concerned.'

OPERATIONAL AND FLEET MANAGEMENT BENEFITS OF SUPER B-DOUBLES

Mr Vine said the extra trailer length allows Super B-Doubles to carry four Twenty-foot Equivalent Unit (TEU) containers, compared to three TEUs on a B-Double and two TEUs on a semi-trailer.

IAP What's In It For Me?

‘In crude terms, this equates to a productivity gain of one third over a B-Double.’

‘Generally, in container transport it is the cubic area, not product density, which drives the gain in productivity. This is because nearly all containers moved by the industry do not contain a mass constrained load.’

Mr Vine said there are additional economic and operational benefits. ‘As Super B-Doubles can carry any combination of up to two forty-foot containers or four twenty-foot containers, we have the flexibility of transporting any combination of twenty foot and forty foot containers on any given trip.’

Mr Vine added ‘there are plenty of operational scenarios where a customer requires four TEUs to be moved.’

‘Compared with a B-Double, only one Super B-Double combination and only one driver can do the job, not two of each, thus greatly simplifying the transport task in terms of loading, unloading and customer interaction.’

‘Our capital equipment is designed to deal with different situations where one, two, three, four or more TEU need to be moved.’

‘This range of options gives us productivity and flexibility benefits which mean that on a per-TEU carried basis we don’t need as many prime movers and trailers in our fleet.’

‘On a per-TEU carried basis we also have lower maintenance costs, lower registration fees and less downtime, and fewer drivers.’

‘Therefore, having a fleet including Super B-Doubles gives us an edge which extends well beyond the one third productivity gain.’

Mr Vine said that ‘a smaller fleet also means overall emission levels from our fleet are less.’

‘Aside from having a fleet which includes truck and trailers which meet PBS standards, safety is enhanced simply because our fleet size is smaller,’ Mr Vine said.



THE CASE FOR THE IAP AS AN OPERATIONAL AND REGULATORY TOOL

Mr Vine said the IAP was a catalyst for Miller's Transport Group to invest in Super B-Doubles.

‘The IAP is a terrific initiative which is driving governments to invest in critically important infrastructure to broaden the HPFV network and to allow businesses like ours to achieve improvements in productivity and safety while reducing their environmental footprint.’

‘The per-calendar month operating costs are significantly outweighed by the operational and fleet management benefits,’ Mr Vine said.

The information contained in this case study is intended to convey the experiences of the transport operator/s concerned. The benefits of IAP mentioned in this case study may not be true for all transport operators. Transport operators should consider the appropriateness of IAP to their business operations, objectives and circumstances before enrolling in IAP.

Information in this case study has been provided by Miller's Transport Group.