

INLAND PETROLEUM – DANGEROUS GOODS OPERATOR MANAGING SAFETY AND PRODUCTIVITY THROUGH THE INTELLIGENT ACCESS PROGRAM (IAP)

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OVERVIEW OF INLAND PETROLEUM

Inland Petroleum was established in 2002 following an amalgamation of Maher’s Petroleum in Gunnedah and Foster’s Petroleum in Dubbo, merging each of their 25 years of experience.

Inland Petroleum operates as an independent distributor of fuels, greases and lubricants servicing farmers, mining companies, other businesses and the community in western and north-western NSW.

Products delivered by Inland Petroleum include petrol and diesel oils, specialty oils for use in agriculture, motor vehicle maintenance, mining and industrial sectors, as well as greases, degreases, coolants and brake fluids.

With its head office and depot in Dubbo, Inland Petroleum also has wholesale outlets in Gunnedah and Gilgandra, and retail outlets in Dubbo, Barraba, Cobar, Gilgandra, Gulargambone, Gunnedah and Narromine.

Inland Petroleum has a fleet of 18 vehicles which moves approximately 110 million litres of fuel per annum.

The fleet includes an AB-Triple combination which operates under the IAP, a 25-metre B-Double and a Road Train operating at Higher Mass Limits (HML) under the IAP, and a Performance Based Standards (PBS) BA-Triple currently under construction. This vehicle will also operate under the IAP.

INLAND PETROLEUM’S COMPANY PHILOSOPHY

According to Inland Petroleum’s Principal, Paul McCallum, the company’s philosophy is to take advantage of opportunities to operate more safely and efficiently, and to be a responsible community citizen.

“We are committed to the safety of our staff, our customers, the community and our environment because they are the bedrock of our business. This is affirmed by our full accreditation and compliance to ISO9001 standards,” said Mr McCallum.

“Inland Petroleum prides itself on its safety focus, which includes frequent servicing of its fleet, and ensuring all vehicles are fitted with the latest safety features.”

“We saw a chance to integrate our company’s safety philosophy with the opportunity to develop more efficient transport operations underpinned by the operation of more productive vehicles through the IAP,” said Mr McCallum.

EVALUATING THE IAP AS A BUSINESS PROPOSITION

Dubbo is an ideal depot for Inland Petroleum because of its access to major roads and the HML network.



“The opening of the road network by Roads and Maritime Services (RMS) to enable Road Trains and other vehicles to operate from Dubbo at HML has provided us with a terrific opportunity to change how we manage our transport operations,” said Mr McCallum.

“Our head office and depot are at Erskine Street, Dubbo, which is also an approved HML Road Train route. This gives us the potential for considerable operational flexibility.”

“We source fuel from IRO Energy’s Eromanga refinery in the Cooper Basin which is located 1,200 kilometres from Dubbo in north-eastern South Australia.”

IAP What's In It For Me?

“When sourcing supplies, a great opportunity exists to cut costs and improve safety and environmental efficiency.”

“Better network access provides the opportunity for delivery to our retail outlets and wholesale outlets in Gunnedah, Cobar, Gilgandra, Narromine and Dubbo at HML,” said Mr McCallum.

INVESTING IN MODERN VEHICLE DESIGN

Inland Petroleum took steps to enhance its fleet by commissioning construction of an AB-Triple and a BA-Triple combination.

“The AB-Triple Modern Road Train is a contemporary combination built in accordance with prescribed configuration and dimensions limits,” said Mr McCallum.

“The construction of the combination benefits from a diversity of expertise and collaboration between different suppliers.”

“Troy Behsman of Express Welding Services in Dubbo was able to build a tri-axle dolly which was capable of handling a Gross Vehicle Mass (GVM) of 113.5 tonnes while ensuring it met the required stability and manoeuvrability standards.”

“This unit gives us great operational flexibility.”

“The dolly, lead and rear tanker axle groupings are fitted with a rear ‘self-steering’ BPW assemblies axle which allows the trailers to track in line with the prime mover, and minimizes the swept path when executing a turn.”

“It is an amazing piece of technology which allows the trailing units to follow the same path as the prime mover.”

“It also removes lateral stress from both the dolly and tanker barrel that normally occurs during tight turns such as roundabouts.”

“Given the variety of road conditions we encounter on much of the journey from the Eromanga refinery, we decided to fit the BPW Airlight II air bag suspension and axle package with heavy duty upgrades such as D36 airbags and rear vertically mounted shock absorbers.”

“Our trailers are supplied by specialist American tanker trailer manufacturer Heil Trailer International. The trailers are manufactured in Thailand, imported to Australia and assembled in Dubbo.”

“This combination is capable of carrying 94,500 litres of underground mining fuel, which equates to a payload of about 76.3 tonnes and a Gross Combination Mass (GCM) of 112.85 tonnes when fully laden,” said Mr McCallum.

The versatility of the PBS AB-Triple Modern Road Train allows Inland Petroleum to propose that it operate as a 19 metre B-Double.

“The third trailer on this unit will be connected to the second trailer using a tri-axle dolly. The third trailer extends the total length to 36.5 metres, the same length as a conventional AB-Triple Modern Road Train,” said Mr McCallum.

Notwithstanding the opportunity to develop an improved design allowing for higher productivity without compromising on safety, Inland Petroleum has achieved impressive payload gains through the IAP.

“We have achieved a payload gain on our AB-Triple of well over 35 per cent when compared to a traditional road train combination where we carried 54 tonnes of fuel and were allowed to operate at a GVM of 83.5 tonnes,” said Mr McCallum.



WORKING WITH GOVERNMENT

Mr McCallum credits a strong working relationship with RMS and Dubbo City Council for Inland Petroleum’s ability to have its vehicles assessed and approved under the IAP.

“We worked closely with RMS staff, and they were very professional in their dealings with us,” said Mr McCallum.

“Dubbo Council has put in a lot of effort to improve higher productivity access for vehicles operating under the IAP. This can only benefit the regional economy, and allow transport operators to source and deliver product to market at a lower cost.”

“We operate a vertically integrated business transporting and selling fuel. A co-operative approach from both levels of government of opening access and allowing the operation of more innovative vehicle types lowers fuel distribution costs.”

“This enables our business to pass on cost savings to farmers, mining companies, other businesses and members of local communities who purchase fuel and other products we supply through our retail outlets,” said Mr McCallum.

WORKING WITH OUR IAP SERVICE PROVIDER

After careful evaluation of all IAP Service Providers certified by TCA, Inland Petroleum teamed with Transtech Driven.

“I am pleased to say that they have met our expectations,” said Mr McCallum.



THE BENEFITS OF IAP

Inland Petroleum considers the IAP to be effective in managing access and compliance for vehicle operations.

“It is clear that the IAP has allowed governments to consider the use of innovative vehicle combinations for specific tasks,” said Mr McCallum.

“The philosophy behind PBS vehicles has also stimulated innovative thinking amongst transport operators, equipment manufacturers, engineers and other specialists to design vehicle combinations which meet minimum safety standards and customised to suit a particular task.”

“That philosophy, combined with the opportunities provided by the IAP in terms of network access, provided Inland Petroleum with the opportunity to consider a safer, more efficient and more environmentally friendly way to move fuel and associated products to our retail outlets.”

“These benefits are readily apparent given the payload gains we have been able to achieve, especially on a long haul task such as moving underground mining fuel and solvents from the Eromanga refinery to Dubbo.”

“This would not have been possible without the IAP.”

“We decided to ask Transtech Driven to install In-Vehicle Units (IVUs) into our trucks. While we are very impressed by all IAP Service Providers, our view was that Transtech Driven would offer the best service with regard to the needs of our business,” said Mr McCallum.

DRIVING SAFELY THROUGH TELEMATICS

Mr McCallum also supports regulated telematics as a means of achieving better compliance and improved community assurance.

“I support the move to introduce Electronic Work Diaries (EWDs) as I believe they will instil greater discipline amongst drivers, employers, principal contractors and their customers.”

“I also believe that transport operators and others in the supply chain should have nothing to hide when it comes to working with our drivers to ensure they improve the management of fatigue and driving hours.”

“EWDs will also reduce the complexity faced by enforcement agencies and allow them to direct their resources to higher priority enforcement activities,” said Mr McCallum.

Inland Petroleum drivers have adopted the practice of electronically recording their work dairies. Work hours are monitored to ensure they meet fatigue management compliance audit obligations.

“This is one of the many operational benefits that arise from using telematics.”

“We also use telematics to provide us with the precise location of our fleet. This is of great assistance in logistics planning and operations. Telematics also enables us to provide a messaging service to our drivers, for trip logging, speed logging as well as for brake and other driver performance indicators.”

“Telematics technology is a game changer because it has so many applications operationally while also providing regulators with options to monitor leading edge logistics tasks on our roads in return for better safety, environmental and productivity outcomes,” said Mr McCallum.



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 Inland Petroleum.