

WETTENHALL LOGISTICS LEADING THE WAY WITH HIGHER PRODUCTIVITY FREIGHT VEHICLES ON VICTORIAN ROADS

“We understand that in return for the right to operate 30 metre PBS B-Doubles the community wants assurance through the Intelligent Access Program (IAP).”



AT A GLANCE

- Without the IAP Wettenhall Logistics would not have been able to provide the necessary assurances to road managers, allowing them to operate 30m Performance Based Standards (PBS) B-Doubles
- Wettenhall Logistics participated in a trial of a 30m PBS B-Double on local roads within the City of Greater Dandenong
- The Councils of Hobson’s Bay, Wyndham and City of Port Phillip have approved access
- 30m PBS B-Doubles provide an opportunity to improve productivity under the Victorian Government’s Moving More With Less Policy
- The prime mover is fitted with front and side underrun protection systems. These units are restricted to 90 km/h.

OVERVIEW OF WETTENHALL LOGISTICS

Wettenhall Logistics was established in 2003 and is based in suburban Melbourne at South Dandenong. Specialising in the transport of containers, liquor and specialised interstate cartage, Wettenhall Logistics primarily services the greater metropolitan area of Melbourne.

With a fleet of 50 trucks and prime movers, including 30 metre PBS B-Doubles (operating under the Victorian Government’s Moving More With Less policy), 26 metre B-Doubles, semi-trailers and side loaders, as well as rigid trucks, Wettenhall Logistics transports an average of 170 twenty foot equivalent units (TEUs) on a typical day, with its drivers making up to four return trips between Port Melbourne and South Dandenong.

UNDERTAKING GROUND BREAKING TRIALS

Wettenhall Logistics anticipated a decision by the Victorian Government to approve the operation of Higher Productivity Freight Vehicles (HPFVs) on key routes, including the Monash Freeway.

“We participated in a trial of a 30 metre PBS B-Double on local roads within the City of Greater Dandenong,” said Cecil King, Operations Manager at Wettenhall Logistics.

“Council representatives, along with representatives from the National Transport Commission (NTC) and VicRoads, had the opportunity to observe firsthand the performance of this vehicle in an operational environment.”

“These trials gave Council the confidence it needed that we could operate at least as safely as a 26 metre B-Double. The rigorous testing this combination was put under demonstrated its ability to meet safety requirements in areas such as tail swing and swept path.”

“The officials we dealt with at all three levels of government were professional, co-operative and upfront in their dealings with us.”

“Following these trials, the City of Greater Dandenong gave us approval to operate on four local roads.”

“I have no doubt that the requirement for us to enrol the 30 metre PBS B-Doubles in the IAP provided added assurance regarding access,” Mr King said.

Wettenhall Logistics has approached several other councils seeking approval to operate on selected local roads.

“I am pleased to say that Wyndham City Council has approved access on two local roads for our 30 metre B-Doubles and the Councils of Hobson’s Bay, Wyndham and City of Port Phillip have each approved access onto one of their local roads. We have also applied to Maribyrnong Council for access on two local roads,” said Mr King.

BENEFITS TO CUSTOMER AND COMMUNITY

Mr King said that 30 metre PBS B-Doubles provide an opportunity to improve the productivity of container operators for a wide range of freight tasks.

“The additional four metres allows a 30 metre PBS B-Double to carry four TEU, compared to three TEU on a 26 metre B-Double. According to Mr King, this equates to a 33 per cent increase in productivity using the 30 metre unit.”

With the growing trend in international shipping towards 40 foot containers, Mr King said that the productivity benefits will only grow with time.

“In the future we anticipate that a higher proportion of container transport tasks will involve moving 40 foot containers only. While 20 foot containers will not disappear, this trend suggests a greater role for 30 metre PBS B-Doubles (as well as semi-trailers) because a transport operator will always have the operational flexibility to carry a 20 foot container.”

“In such a scenario, a 30 metre B-Double is twice as productive as either a 26 metre B-Double or a semi-trailer,” Mr King said.

Mr King said that obtaining end-to-end access on both state and local roads is critical to any investment in 30 metre PBS B-Doubles.

“Fortunately, the approvals we have received from councils to date mean a significant proportion of transport tasks between the port, South Dandenong and empty container parks are able to utilise 30 metre PBS B-Doubles.”

Mr King is an advocate of the potential safety, environmental and economic benefits of operating 30 metre PBS B-Doubles at a 90 km/h speed limit.

“The prime mover is fitted with front and side underrun protection systems, and is restricted to 90 km/h, which brings additional safety benefits while also reducing our fuel consumption.”

“The lower speed limit has no impact operationally because a typical journey is only four minutes longer. This does not put at risk existing slot booking commitments to the stevedores, nor does it jeopardise the number of journeys performed per driver per shift.”

“From an environmental perspective a higher payload also means fewer emissions per tonne-kilometre,” Mr King said.



TCA CERTIFIED SERVICE PROVIDER

Wettenhall Logistics has engaged Transtech Driven as its IAP Service Provider.

“Transtech Driven has provided Wettenhall Logistics with sound advice and first rate technical and operational support,” Mr King said

IAP Service Providers are certified by Transport Certification Australia (TCA). A complete list of IAP Service Providers is available on the TCA website.

WETTENHALL LOGISTICS VIEW ON THE IAP

Wettenhall Logistics is enthusiastic about the opportunities that arise from new equipment and ideas, whether it is truck or trailer design, the latest ideas in workplace health and safety or advances in information technology.

“Our company’s experience in the transport industry has taught us that it pays to evaluate with an open mind new innovations and new opportunities and to be at the leading edge of change.”

“Wettenhall Logistics supports the IAP as an access management tool. The IAP has enabled us to gain the necessary assurances from road owners, allowing us to operate 30 metre PBS B-Doubles.”



IAP What's In It For Me?



“We are comfortable with the IAP because we understand that in return for the right to operate 30 metre PBS B-Doubles, the community wants assurance that we will only operate on routes approved by VicRoads and local government.”

“It is my expectation that these vehicles will become an increasingly important part of our business because they will perform that essential shuttle function between our hub, port and empty container parks.”

“We would prefer to run 30 metre PBS B-Doubles carrying 4 TEU than use semi-trailers or 26 metre B-Doubles carrying two or three TEU.”

“The IAP is one of the technological enhancements on our trucks which makes this significant improvement in productivity, safety and reduced environmental impact possible,” Mr King 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 Wettenhall Logistics.