



NEW ACCESS FOR QUAD AND QUIN DOGS A WINNER FOR DIVALL'S EARTHMOVING AND BULK HAULAGE (DIVALL'S)

A long standing regional employer in Goulburn NSW, Divall's says the recent decision to open up access for Higher Mass Limits (HML) quad and quin dog combinations is already generating substantial productivity, safety and environmental benefits.

THE TRANSPORT OPERATOR

Divall's was established in 1991 when Andrew and Michael Divall (below) purchased two rigid trucks and commenced successful development of the Carrick Hill quarry near Goulburn. Its operations are still based there today.

Over its 21 year history, Divall's has become a thriving regional employer that has diversified and expanded from a single quarry operation into general civil contracting and road transport.

According to Transport Manager, Mr Troy Cook, 'In the early days Divall's relied heavily on contracts for work related to the duplication of the Hume Highway in the Goulburn area. However the irregular and uneven nature of civil construction work quickly became apparent.'

'Our earthmoving equipment did not come cheap, so letting it idle away during periods where civil contracting was quiet, was not an option. If Divall's was to flourish, we would have to think outside the square to find ways to more efficiently utilise our equipment, and that is exactly what we did!'

'To manage the uncertainties of the civil business, we diversified into new supply chains. We expanded into new parts of the civil construction sector, broadened who could operate our equipment (by offering it for hire) and extended our geographical reach into new markets,' Mr Cook said.



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'It meant that while the quarry remained an important part of our business, we had expanded into other areas of trucking and civil construction, which allowed us to maximise use of our equipment,' Mr Cook said.

Mr Cook said that, 'As far as the road transport side of the business was concerned, Divall's is now involved in the transport of road base, quarried and crushed materials, aggregates, sand, gravel, grain and fertiliser. The civil contracting side of the business is focused mostly on earthmoving, dams, subdivisions, clearing and erosion control.'

'The truck fleet now comprises 30 vehicle combinations, including six and eight wheeler rigids, tippers, three and four axle truck and dog units, 19 metre B-Doubles as well as one quad dog and one quin dog. These units are complimented by dozers, scrapers, graders, backhoes, bobcats and other civil equipment which are used by the company or are available for hire.'

'Furthermore, we are no longer just a local operator as we have expanded to move grain and fertiliser across a wide area of southern NSW and in Victoria.'

'Developing a diversified operating model means our business interests and service offerings are complementary and enable us to maximise vehicle and equipment utilisation.'

WHY COMMITTING TO THE INTELLIGENT ACCESS PROGRAM (IAP) IS A SOUND BUSINESS DECISION

Mr Cook said, 'The manner in which the HML network operates in NSW provides plenty of opportunities for transport operators to commit to and enrol in the IAP.'

'Once a transport operator's application for route access is successful, it is available for everyone to use.'

'Given the type of work we do, the access available at HML and the make-up of our fleet, the decision to apply for access to operate a quad dog and a quin dog was very easy.'



Mr Cook said that, 'Quad dogs operating under the IAP are able to do so at a Gross Vehicle Mass (GVM) of 57.5 tonnes while quin dogs can operate at 63 tonnes GVM. In terms of payload this works out to 40 tonnes on the quad dog unit and 44 tonnes on the quin dog unit.'

'We use these two trucks in the grain and fertiliser side of the business. We used to rely on 3 or 4 axle truck and dogs to move these products which have a GVM of 48 tonnes and 50 tonnes respectively.'

'Our payload on the quin dog has increased by 13 tonnes or almost 42% when compared to the 4 axle truck and dog. On the quad dog the payload gain is 7.5 tonnes, or slightly over 24%.'

Mr Cook said that when it comes to fleet purchasing it is necessary to trade off productivity gain with route access.

'Although we are able to achieve a greater productivity gain on the quin dog when compared to the quad, network access is not nearly as flexible. With the quin being 23 metres long we can only go on approved B-Double routes, however with the quad we can go pretty well anywhere.'

In NSW Quads up to 20 metres are permitted to travel at general access at 50.5 tonnes and on the HML B-Double network at 57.5 tonnes. Quins on the other hand are permitted to travel on the B-Double network at 59.5 tonnes and on the HML B-Double network at 63.0 tonnes.

'We can operate the quad at Concessional Mass Limits (CML) and still match the payload we were able to gain when we used 4 axle truck and dogs in our grain and fertiliser business. This means that when we are able to operate the quad at HML, which is quite often, we still have substantial productivity gains.'

Mr Cook said that a challenge in supply chains such as grain, and to a lesser extent fertiliser, is that there are a large number of origins and destinations.

'With grain for example we haul off farm to receival facility or feedlot. We have the flexibility to use either the quad or quin dog combinations and base our decision on: access conditions, best and worst case scenarios for mass limits, the impact that mass limits will have on productivity for the specific freight task and the vehicle's schedule for the day.'

'This makes the quad dog and quin dog combinations ideal for this type of work and our experience is that they are much more versatile and productive than B-Doubles.'

LOCAL ACCESS ISSUES

Mr Cook said that when applying for access to local roads, the Goulburn-Mulwaree Council had been very helpful.

'We found the staff at the Goulburn-Mulwaree Council very reasonable to work with. They have a really solid understanding of our business as well as the transport sector and supported our access applications. I am aware they have done likewise with our competitors involved in the extractive industry.'

'Maximising efficiency of the transport sector in Goulburn-Mulwaree is important, especially with a huge quarry under development at Marulan. Marulan is about 20 kilometres north of our site and will supply material to Sydney, most of southern NSW and the ACT.'

'I am aware that Council has been very supportive in its dealings with the quarry developer. That developer is making a huge investment in this facility which in turn will provide significant employment and other opportunities to the Goulburn region.'

SAFETY AND ENVIRONMENTAL BENEFITS

Mr Cook said that, 'Operating the quad and quin dog under the IAP is delivering significant safety and environmental benefits.'

'All of our transport fleet are Kenworths with Cummins engines. The fuel consumption in the quad dog and quin dog are no different from the truck and dogs which we used to use to cart grain and fertiliser.'

'This means a 42% improvement in productivity in the quin translates directly to a 42% reduction in emissions per tonne kilometre. It follows that the 24% gain in productivity in the quad leads to a 24% reduction in fuel emissions on a per tonne kilometre basis.'



IAP What's In It For Me?

Mr Cook said Divall's has a strong commitment to the safety of its employees and to the broader community.

'One way to demonstrate our commitment to safety is to spend as much time as possible running laden. Another, which relates to our decision to enrol in the IAP, is to maximise payload. Both strategies mean we can minimise our kilometres on the road while maximising the payload we can carry.'

WORKING WITH IAP SERVICE PROVIDERS

Mr Cook said Divall's used Transport Compliance Services (TCS) to manage IAP on its trucks.

'TCS has been a great company to work with because they met all of our expectations as far as timing of installation and minimising operational disruption.'

'Telematics are a terrific operational tool. The In-Vehicle Units installed by TCS means we can monitor where our trucks are at any time, communicate with our drivers as required and better manage our obligations under road laws.'

'IAP provides our company, as well as road regulators, with the added assurance that our vehicles will stay on approved routes in the knowledge that if we do, not one exception report will be generated.'

'Enrolling in the IAP provides me with the assurance that I need to invest in the latest available trucks and combinations to make our company more environmentally friendly, safer and competitive,' Mr Cook said.



FURTHER INFORMATION

For further information, visit the TCA website at www.tca.gov.au

AT A GLANCE

- A 42% improvement in productivity in the quin translates to a 42% reduction in emissions per tonne kilometre.
- A 24% gain in productivity in the quad translates to a 24% reduction in fuel emissions on a per tonne kilometre basis.
- Telematics are a terrific operational tool. The In-Vehicle Units installed by TCS means we can monitor where our tucks are at any time, communicate with our drivers as required and better manage our obligations under road laws.
- Enrolling in the IAP provides Divall's with the assurance they need to invest in the latest available trucks to make their company more environmentally friendly, safer and competitive.
- IAP Service Provider - Transport Compliance Services (TCS)



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.

Vehicles photographed in this case study may or may not be obtaining access benefits through the IAP.

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