

HELPING GRAINHART TRANSPORT ACHIEVE WORLD BEATING STANDARDS FOR PRODUCTIVITY, SAFETY AND THE ENVIRONMENT

Grainhart Transport is a company that has always been quick to progress and embrace new technologies. The Intelligent Access Program (IAP) and On-Board Mass (OBM) monitoring have helped open up access for a new generation of higher productivity freight vehicles which are delivering major benefits for the entire supply chain extending, from the farm gate to the end consumer.

ABOUT GRAINHART TRANSPORT

Grainhart Transport, which is based at Oakey on the Darling Downs in Queensland, specialises in the movement of containerised grain to the Port of Brisbane for export.

Grainhart Transport is an innovative company that has been quick to understand the importance of running an efficient trucking operation using purpose built equipment in order to enhance supply chain efficiency.

According to Grainhart Transport's Managing Director, Peter Hart, the operation consists of five trucks, comprising one 'B-Double' operating at Higher Mass Limits (HML) and four Performance Based Standards (PBS) 2B vehicles.

Due to the seasonal nature of bulk grain movements, the company's fleet is supplemented by up to twenty sub-contractors, who undertake additional work on an as required basis.



A FOCUS ON PRODUCTIVITY

Mr Hart said that, 'Grainhart Transport is a forward looking company that has always been quick to progress with the times and embrace new technologies.'

'Transport is a highly competitive sector and we are constantly on the lookout for ways to operate smarter, safer and better.'

'Achieving the highest possible standards for productivity, safety and the environment, having the ability to quickly and effectively respond to the changing needs of our customers and meeting all our compliance and social responsibility obligations are at the heart of our business philosophy.'

'We were quick to embrace HML under the IAP, which meant we were able to move 47 tonnes of grain in containers to the Port of Brisbane on our 'B-Doubles'. And we were quick to embrace PBS-2B vehicles when they became available on the key Darling Downs to Port of Brisbane corridor. This became possible because of the assurance provided to road managers through the IAP and interim OBM solution, and made available by the Queensland Department of Transport and Main Roads (TMR).'

THE BENEFITS OF 'A-DOUBLE' (PBS-2B) VEHICLES

Mr Hart said the decision to commit to PBS-2B vehicles was not difficult. 'We already had a good relationship with IAP Service Provider (IAP-SP) Transtech Driven – which managed the telematics technology on our 'B-Double' and PBS prime movers – and trailer manufacturer O'Phee Trailers, which designed and constructed our purpose built trailers and handled the PBS application process.'

'O'Phee Trailers took the time to understand our needs very clearly and were able to come up with a tailor made, innovative design for a light weight skel trailer that maximised payload and efficiency.'

'The design has delivered an increased payload in containers of almost 20% to 57 tonnes Gross Vehicle Mass (GVM), and by a massive 48.6 per cent in our open trailers.'

IAP What's In It For Me?



‘These productivity gains are even more remarkable when you consider the distances our vehicles must cover. Our PBS-2B vehicles each perform three runs a day from Oakey to the Port of Brisbane, a 160km one way journey, totalling 960km per vehicle, per day.’

BENEFITS ALONG THE SUPPLY CHAIN

Mr Hart described the extent of the benefits along the supply chain, by saying ‘The productivity and efficiency gains we are achieving benefit the entire supply chain, extending from the farm gate, through to the end consumer.’

‘Whilst the availability of PBS-2B vehicles has provided the supply chain with a highly efficient means of transporting grain to the Port of Brisbane, those benefits are enhanced further when it is recognised that shipping freight in 40 foot containers is generally a cheaper option to that of 20 foot containers.’

‘Australian grain is an internationally traded commodity that is helping to feed the world, and because it draws on long supply chains, our trading customers need all the support they can get to compete effectively on global markets and get a fair return for our primary producers.’

EMBRACING TELEMATICS

Mr Hart said that, ‘Aside from our commitment to leading edge trailer design and achieving the highest possible vehicle utilisation, Grainhart Transport has also committed to the latest in on-board technology.’

‘We worked closely with Transtech Driven, which has been certified as an IAP-SP by Transport Certification Australia (TCA). Transtech Driven has co-ordinated the installation of both the IAP and the Tramanco OBM weighing equipment on all our PBS-2B vehicles.’

‘Transtech Driven worked closely with us to develop a sound understanding of our business, operational and technical needs, and were able to deliver an integrated system that could provide both TMR and Grainhart Transport with the highest available assurance that we were complying with

weight, route and speed conditions set as part of our road access conditions.’

‘We were blown away by the OBM system, which allows us to ensure gross, and axle group limits are not breached, while also ensuring that we can get the ideal load distribution to the maximum allowable payload under approved access conditions.’

‘The live OBM system has done away with all the headaches associated with conservatively underloading or inadvertently overloading, because we know exactly what weight our vehicles are carrying at any given time.’

‘Our on-board equipment also assists with back office operations. We can communicate with our drivers, we know exactly where our trucks are all the time and we know whether there are any delays loading, unloading or on the road.’

MANAGING SPEED THROUGH CERTIFIED TELEMATICS

‘At Grainhart Transport, safety and compliance have always been a non-negotiable part of our business culture. As new technologies have become available we have embraced them as important tools for demonstrating to ourselves, our customers and to regulators that we are meeting the very highest standards for safety and compliance. It is something that our customers appreciate, especially given the increased focus on enforcement of Chain of Responsibility laws,’ Mr Hart said.

‘A key aspect of the system we have in place is monitoring of vehicles for speed compliance. This is particularly important given that we are required to operate our PBS-2B vehicles at a speed limit not exceeding 90km/h as a condition of access for our A-Trailer combinations.’

WHY EMBRACING THE IAP IS A SOUND BUSINESS DECISION

Mr Hart said the IAP with OBM was a key factor behind Grainhart Transport’s decision to embrace higher productivity solutions.

‘Speeding trucks and overloading in grain transport have been long standing concerns of both transport operators who want to do the right thing as well as government, which has a responsibility to manage road assets for all network users.’

‘The cost of the IAP and OBM systems was very reasonable and stacked up commercially. They are contributing to an industry and community-wide appreciation that transport operators are doing the right thing, that they are not breaching road access conditions and that operators are competing on a level and fair playing field.’

IAP What's In It For Me?

'We know that under the IAP and interim OBM solution, TMR is monitoring our compliance with road access conditions, but we have always been committed to compliant behaviour so have nothing to hide. At Grainhart Transport we are happy to be open and transparent about our compliance with road laws.'

'Aside from productivity savings, substantial reductions in fuel costs in the order of 20% have also been achieved in the containerised side of this business,' Mr Hart said.

Chris Koniditsiotis, Chief Executive Officer of TCA said that the access conditions governing PBS-2B vehicles operating between the Darling Downs and the Port of Brisbane demonstrate the flexibility of the IAP in identifying technological solutions which enhance access through assurance, a win-win outcome for all.

'TMR's decision to monitor both weight and speed limits on the movement of freight in PBS-2B vehicles on this route highlights the versatility of the IAP as a tool to enhance safety and productivity while reducing operating costs and greenhouse gas emissions,' Mr Koniditsiotis said.

FURTHER INFORMATION

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

AT A GLANCE

- Grainhart were quick to embrace HML under the IAP, which meant they were able to move 47 tonnes of grain in containers to the Port of Brisbane on our 'B-Doubles'.
- Improved access is delivering an up to 20% reduction in fuel costs for Grainhart's containerised business.
- Thanks to IAP and the interim OBM solution, Grainhart's technology provider was able to deliver the highest available assurance for compliance with route, mass and speed.
- Grainhart found the costs of the IAP and OBM systems to be very reasonable and stacked up commercially.
- The on-board equipment assisted with back office operations. Grainhart can communicate with their drivers, know in real time where their trucks are and if there are any delays loading, unloading or on the road.
- IAP Service Provider – Transtech Driven.



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.

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