

# IAP – What’s In It For Me?

## IAP helps increase productivity by 44% for Noske Logistics (Noske) in Victoria’s Green Triangle Region

Improved access under the Intelligent Access Program (IAP) has helped Noske Logistics become more efficient, safer and a better provider of transport services.

### THE TRANSPORT OPERATOR

Noske Logistics, which has head office functions based in Melbourne and two operational offices in Geelong and Portland, Victoria was established in 2005.

Noske Logistics offers short and long haul bulk transport, oversize (wind energy) and forestry logistics solutions for a diverse customer base.

Noske Logistics operates a modern fleet and is committed to minimising its environmental footprint and to a safe working environment for its employees. Related business interests include completed logistics management/ customised solutions, project planning and implementation.

### HIGHER PRODUCTIVITY FREIGHT VEHICLES AND THE IAP

Noske Logistics was an active participant in the development and introduction of a new high productivity type of B-Double vehicle known as the Higher Productivity Freight Vehicle (HPFV) for use within the Green Triangle region of south-western Victoria.

Noske Logistics has gained approval for the operation of one HPFV in the Green Triangle on a trial basis. The trial is ongoing and is subject to regular assessment based on community feedback, a safety performance review and a review of productivity benefits.

Tony Noske, the Executive Director of Operations at Noske Logistics said that, ‘the HPFV offers innovative design including increased payload and enhanced safety features.’

‘The HPFV owned and operated by Noske Logistics operates at 77.5 tonnes Gross Vehicle Mass (GVM) and is 27.5 metres in length compared to the standard Higher Mass Limits (HML) B-Double which operates at 68.5 tonnes GVM and is 26 metres long.’



‘Aside from the requirement to operate under the IAP, our company’s HPFV is required to have roll stability technology.’

‘We worked closely with Barker Trailers to ensure all safety and monitoring features were included to a standard which satisfied VicRoads and local councils,’ said Mr Noske.

The HPFV used by Noske Logistics is permitted to operate after gaining approvals through the national Performance Based Standards (PBS) process. This vehicle must comply with approved safety and infrastructure protection performance measures.

The IAP is one condition of access for HPFVs in the Green Triangle region.

### OVERVIEW OF THE WOODCHIP FREIGHT TASK IN THE GREEN TRIANGLE

Within its forestry operations, Noske Logistics has developed a customised transport solution involving the movement of plantation hardwood woodchip for export within the Green Triangle region.

‘We have one HPFV currently in operation with plans for two more units to go into service in 2011-12. This vehicle runs between Myamyn and the Port of Portland, a distance of approximately 45 km along the Henty Highway and into the port precinct.’

‘Initially, the local community was concerned about plans to trial the HPFV. We focussed very heavily on having community information sessions to inform and alleviate any concerns and questions. The fact that the overall design of the HPFV results in a significant reduction in vehicle movements went a long way to addressing the concerns of the community. The community are still able to express their views on our operation.’

## WHAT’S IN IT FOR NOSKE LOGISTICS

Mr Noske said, ‘Noske Logistics adopts holistic, innovative supply chain solutions to meet the needs of its customers and to address regulatory requirements.’

‘Our innovative HPFVs enable Noske Logistics to achieve a 44% increase in productivity per vehicle when compared to the standard HML B-Double woodchip transport end tipping system. This arises from a 12% increase in payload and faster turnaround times during pick-up and delivery.’

‘Because we were embarking on something new, the greatest challenges in this freight task were in the design phase. It was important from the outset to work with VicRoads, local councils, the community, Barker Trailers and our customer to understand that task, identify safety and infrastructure concerns, especially on local roads with low traffic volumes and to develop innovative, workable solutions. Because agreed solutions were innovative, Noske Logistics accepted that a lengthy trial was justified to identify and resolve potential safety, engineering and other issues.’



By way of contrast, the pick-up and delivery of woodchips is reasonably straightforward. Woodchips are a low value/low density commodity so it makes absolute sense to maximise payload and productivity. This transport task has a fixed point of origin and destination and offers a dedicated service at each end of the journey.’

‘This means in an operational sense it is simply a matter of picking up woodchips at one end, ensuring compliance with axle group and vehicle mass limits prior to departure, delivering the woodchips to the destination, returning empty for another load and going through the same routine. This also maximises the benefits that can be gained because we know every load is 44% more productive than it would be if our trucks were operating at HML.’

Mr Noske said, ‘Noske Logistics has been using GPS tracking for six years to track our fleet and to streamline our scheduling and communication processes with our drivers.’

‘With chain of responsibility legislation playing an increasingly important role in road transport, it is critical to our operation that we are utilising the most comprehensive methods as part of our compliance system. Fatigue management has been a forefront focus for some time. Incorporating GPS technologies assists the operation in efficiently and effectively managing our drivers in this capacity.’

‘Noske Logistics has seen the advantages of using GPS tracking elsewhere in our fleet which meant taking the next step to the IAP wasn’t an issue for us.’

# IAP – What’s In It For Me?

‘At the end of the day, VicRoads was adamant that the IAP is required to operate HPFVs and we understood why they required it as a compliance assurance tool.’

‘There are many local roads and many alternative routes we could choose to move woodchips from the point of pick-up to the point of delivery. We understand some roads are simply not suited to HPFVs due to their alignment, bridge condition or pavement condition.’

‘Given that enrolling in IAP was critical to securing approval from VicRoads to operate HPFVs, we were well positioned to offer an attractive proposal to our woodchip customer.’

## THE BENEFITS

Noske Logistics has been able to generate a range of benefits for its business and for its customers by enrolling in the IAP.

‘We have been able to increase our payload by about 12% across our woodchip operations in the Green Triangle,’ Mr Noske said.

‘The installation of the IAP has led to a 12% reduction in truck trips as well as a significant reduction in emissions per tonne-kilometre and significantly higher productivity levels per vehicle and per employee. IAP gives our company and our customer greater levels of compliance assurance and has simplified vehicle scheduling.’

‘The bottom line is that the IAP has helped Noske Logistics to be a more efficient & safer transport operator and better service provider,’ Mr Noske said.

## IAP INFORMATION

For further information, visit the TCA website at [www.tca.gov.au](http://www.tca.gov.au).

### AT A GLANCE

- IAP has led to a 12% reduction in truck trips
- Noske used GPS tracking elsewhere in their fleet and taking the next step to the IAP wasn’t an issue for them
- The IAP provided the community with a high level of assurance that Noske would comply with conditions to access approved routes
- Noske won the prestigious Australian Innovation/Technology Award at the 2011 Australian Freight Industry Awards for its operation of HPFVs
- 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.

Information in this case study has been provided by Noske Logistics.