

Certified Telematics – Providing Assurance



REMONDIS AUSTRALIA PTY LTD WASTE SOLUTIONS

‘The IAP is terrific because of its effectiveness as a compliance and access tool.’



AT A GLANCE

- Truck fleet operates at Higher Mass Limits (HML) under the Intelligent Access Program (IAP) proving a commitment to environmental sustainability
- Confidence that the fleet complies with agreed access conditions set by road managers
- TCA Certified Service Provider – Transport Compliance Services (TCS)

OVERVIEW

REMONDIS Australia Pty Ltd (REMONDIS Australia) commenced operations in 1982 and forms part of the German based REMONDIS AG, a global leader in the water, waste and environmental industry.

REMONDIS AG is a family owned business founded in 1934, with approximately 22,000 employees operating in 28 countries across Europe, Asia and Oceania, servicing the needs of approximately 30 million people.

In July 2012, REMONDIS Australia acquired 100 percent of the assets of Thiess Services Waste Management (Thiess Services) from Leighton Holdings. The acquisition, which included transfer stations, landfills, logistics depots and recycling facilities in Queensland, New South Wales and Victoria, positioned REMONDIS Australia as one of the nation’s top five waste management organisations.

EVOLUTION OF A BUSINESS RELATIONSHIP WITH BRISBANE CITY COUNCIL

Thiess Services secured its first waste management contract with the Brisbane City Council (BCC) in 1984. This partnership remains in place today, with REMONDIS Australia assuming responsibility as part of its acquisition.

Under the original contract, Thiess Services was responsible for receiving, spreading, compacting and filling eight landfill refuse disposal facilities. Responsibilities were expanded in 1999 to operate four waste transfer stations on behalf of BCC under an integrated waste management contract, including transport of waste to the Brisbane landfill at Rochedale.

The waste transfer stations receive waste from domestic kerbside and commercial waste collection vehicles, as well as privately owned vehicles. A separate fleet of fully enclosed vehicles operate from the waste transfer stations to landfill sites at Rochedale and Swanbank.

In 2006, Thiess Services and BCC entered into the Brisbane Waste Innovation Alliance, a 12 year agreement to manage the 4 waste transfer stations and the Brisbane landfill site. REMONDIS Australia now has responsibility for ensuring every effort is made to maximise the collection of recyclable material in order to minimise the waste landfill task.

LANDFILL OPERATIONS AT SWANBANK



REMONDIS Australia’s Swanbank Renewable Energy and Waste Management Facility is located on the site of abandoned coal mines at Swanbank, approximately 50km south west of Brisbane’s CBD.

The Swanbank site receives part of the waste from BCC’s four sites located at Chandler, Ferny Grove, Nudgee and Willawong in addition to some of the waste generated from within Ipswich City Council.

REMONDIS Australia’s Operations Manager – Transport and Transfer Stations, Robert Mason says that consistent with company practice, managing waste transfer and disposal is at the heart of the company’s approach to doing business.

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'The Swanbank Landfill site receives a wide range of solid wastes, including municipal waste and regulated waste,' said Mr Mason.

'Secure storage of such material is of paramount importance. The Swanbank landfill is one of Australia's largest waste management facilities, covering 250 hectares with an engineered liner to protect the environment.'

'Over 16.6 million cubic metres of gas is extracted from the Swanbank landfill on an annual basis. This equates to a reduction in greenhouse gases equal to almost 119,000 tonnes of carbon dioxide per annum, the removal of 28,125 cars from the road per annum, a 62,585,000 litre reduction in oil usage per annum, tree planting across almost 12,200 hectares per annum or the provision of electricity to 3,070 homes per annum.'

THE TRANSPORT TASK INTO THE SWANBANK LANDFILL

'High volume side tippers, which are purpose built to maximise payload and minimise environmental impact, dispose waste into the landfill.'

REMONDIS Australia's truck fleet operates at Higher Mass Limits (HML) under the Intelligent Access Program (IAP), which Mr Mason says proves the company has a commitment to environmental sustainability.

The IAP is a national technical and regulatory framework program administered by Transport Certification Australia (TCA), and forms part of the *TCA National Telematics Framework*.

'500,000 tonnes of waste generated in Brisbane and Ipswich is transferred to the Swanbank Landfill on an annual basis,' Mr Mason said.

'Waste bulkhaul trucks transfer waste from the waste transfer stations to landfill within the Brisbane and Ipswich regions. These trucks are equipped with walking floors and are fully covered with tarps to minimise debris.'



'Waste transfer stations contain air deodorisers as well as dust suppression systems to minimise the environmental impact of their operation.'

'We have 8 B-Doubles and 11 semi-trailers operating at HML transferring non-recyclable waste from the Nudgee, Northgate, and Rocklea Waste Transfer Stations to the Swanbank Landfill. Each truck completes between five and seven trips per day.'

'High volume side tippers, which are purpose built to maximise payload and minimise environmental impact, dispose this waste into the landfill, Mr Mason said.

A GOOD WORKING RELATIONSHIP WITH TCA CERTIFIED SERVICE PROVIDER

'We wanted to be confident that our selected Service Provider understood our business and our needs.'



REMONDIS Australia evaluated all Service Providers certified by TCA before selecting Transport Compliance Services (TCS) which demonstrated the best understanding of our transport task.

'We wanted to be confident that our selected Service Provider understood our business and our needs,' Mr Mason said.

'TCS gave us the confidence that they would install monitoring devices in accordance with the technical and regulatory requirements and they could work within our fleet management strategy.'

THE BENEFITS OF THE IAP

'We were able to increase our payload by 13.64 percent on our semi-trailers and by 18.75 percent on our B-Doubles at HML loadings.'

The IAP uses the Global Navigation Satellite System (GNSS) to manage heavy vehicle access to the road network, giving road managers the strongest assurances that 'the right truck is on the right road'.

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Calling on a long and proud history of waste management with commercial, industrial and municipal clients, REMONDIS Australia considers the IAP to be an effective access and compliance management tool that fits within the company ethos.



‘Our company has a proven philosophy of partnering with our clients, understanding the task at hand, understanding their management needs and expectations, and working with them in the design, execution and evaluation phases,’ Mr Mason said.

‘Good compliance and the management of expectations are at the heart of any partnership arrangement.’

‘Our compliance philosophy is to understand the regulatory framework, assess what it means in terms of the business and its operation, and to implement the necessary internal procedures to minimise the risk of any breach.’

‘The technology behind the IAP means the compliance assurance framework should be very effective.’



‘We were able to increase our payload by 13.64 percent on our semi-trailers, and by 18.75 percent on our B-Doubles at HML loadings, compared to the general access vehicles we previously used.’

‘This is a significant increase in productivity which is magnified by the scale of the transport operation under HML. There are also associated benefits in terms of enhanced safety and reduced emissions and costs, with as many as 520 fewer truck trips per annum required to complete the same transport task.’

‘Running what is in effect a shuttle service to and from Swanbank on approved HML routes means our exposure to a breach is minimal so long as our drivers stay on route and comply with the HML access conditions.’

‘Enrolling in and operating under IAP gives us the added confidence that we will comply with agreed access conditions set by road managers.’

‘While we do not expect any breaches of these access conditions to arise, the exception-based reporting system that is a feature of the IAP means we may be notified of any breach and have the ability to assess its materiality and how we should respond.’

‘In short, the IAP is terrific because of its effectiveness as a compliance and access tool,’ said Mr Mason.



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 REMONDIS Australia Limited.

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