

SCOTT CORPORATION LIMITED

Back in 2009, Scott Corporation Limited (SCL) was one of the first transport operators to adopt the Intelligent Access Program (IAP). Three years on, and now using the IAP on a fleet of around 80 vehicles, their only regret is that they could not get onto the IAP any sooner.

THE TRANSPORT OPERATOR

SCL is one of Australia's leading transporters of freight. It has been in operation for over 50 years and currently has over 20 branches across Australia. SCL are leading experts in transporting bulk solids and hazardous liquids by road, rail and sea and take great pride in their excellent safety record.

THE OPERATION

SCL has two divisions – Bulktrans and Chemtrans. The specialised vehicles used consist of a variety of configurations including semi-tippers, tipping skels, rigids & dogs, 25 metre B-doubles and road trains. The prime movers in the fleet are no more than three years old, which contributes to their 99.98% on-time delivery rate.

SCL enrolled around 80 vehicles in the IAP for Higher Mass Limits (HML) in NSW, more than half of which belonged to the Bulktrans division where they are able to operate single trailer and B-double combinations at near maximum HML.

WHAT'S IN THE IAP FOR SCOTT CORPORATION LIMITED

SCL has been able to generate significant commercial benefits through both the IAP, in terms of improved road access, as well as from broader technology based services delivered by its IAP Service Provider.



Mr Mark Wintle, Group SHE & Compliance Manager from SCL says that, 'We see enormous potential for technology and in particular telematics and GPS, across the transport and logistics sectors.'

'We were early adopters of technology and have never looked back.'

'In-vehicle telematics now forms an essential part of our business. We run a 24/7 operation so knowing where our vehicles are, how they are performing and being able to interact with our drivers and customers is critical to the smooth and efficient management of our organisation.'

'Our telematics system runs as part of a single integrated TCA Type-Approved device.'

'We could have gone with a cheaper non-certified system but did not want to risk compromising on the reliability and customer support that comes from TCA Type-Approved In-Vehicle Units (IVUs), and by having an IAP Service Provider certified by TCA,' Mr Wintle explained.

THE BENEFITS

'While IAP provides us with access to the HML network, our IAP Service Provider also provides us with important services that are indispensable for the management of our operations including: driver fatigue, speed and OHS, all through an assured system, which is accurate, reliable and robust,' Mr Wintle said.

'Aside from helping us manage our operations, IAP access to the HML network has allowed us to carry approximately 2.5 tonnes more per load. Based on 14,000 loads per month, we achieve an additional payload of 420,000 tonnes per year. That is a saving of around 12,500 truck movements a year meaning we need 2-3 fewer trucks for our operation,' said Mr Wintle.

'An additional payload of 420,000 tonnes per year easily covers the cost of being in the IAP. Across our fleet of 40 vehicles in the Bulktrans Division, the cost of TCA Type-Approved IVUs was around \$100,000 with an annual operating cost of around \$70,000 for the fleet.'

'Even if we were only earning \$1.00 per additional tonne we would still be way ahead under the IAP,' Mr Wintle said.



IAP What's In It For Me?

HELPING MEET THE DUAL CHALLENGES OF BUSINESS AND COMPLIANCE COSTS

'The IAP works for us because it has the reliability and flexibility to accommodate both our business and compliance needs. It provides us with improved access to the road network while also making possible commercial management services like fatigue, speed and fleet tracking, that are indispensable to a forward looking business such as ours,' Mr Wintle said.

'Indeed, with Chain of Responsibility legislation now being enforced, any transport or logistics business that does not take telematics and GPS seriously, is taking a major risk.'

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FURTHER INFORMATION

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

AT A GLANCE

- SCL has had around 80 vehicles operating under the IAP since 2009.
- SCL said that even if they were only earning \$1.00 per additional tonne under HML, they would still be commercially way ahead under the IAP.
- SCL have been able to leverage substantial commercial as well as compliance benefits from the IAP and their IAP Service Provider, including fatigue, speed and fleet tracking.
- 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.