

## IAP FACILITATES QUAD-AXLE ACCESS FOR MAJOR RURAL EXPORTER, BENEFITING THE ENTIRE SUPPLY CHAIN

Improved access under the Intelligent Access Program (IAP) has helped Fletcher International Exports operate more efficiently, while also reducing community exposure to truck noise.

### FLETCHER INTERNATIONAL EXPORTS

Fletcher International Exports, which was established approximately 40 years ago, is a leading processor and supplier of sheep meat, skins, wool products and associated by-products to the global market. All Fletcher products are 100% Halal slaughtered, in accordance with Islamic Rites and are being exported to over 90 countries. The company uses state of the art cold chain logistics to move export consignments by either air or sea.

Managing Director, Mr Roger Fletcher, said Fletcher International Exports is an important local employer and exporter based in Dubbo.

'Australia has an excellent international reputation for the quality of its meat and meat by-products. Fletcher International Exports is committed to supporting farmers and graziers in the sheep and wool industries by ensuring we remain internationally competitive. This means we need to maintain high quality standards at our abattoirs and have an efficient logistics chain.' Mr Fletcher said.

### THE FREIGHT CHALLENGE

'Our company has a loyal and dedicated workforce which works with us to maintain the reputation of our products. We also enjoy excellent relationships with our service providers, including those who supply logistics services to ensure our products get to market in accordance with customer expectations.' Mr Fletcher said.



Processing sheep and lamb skins for export



Lambs resting at Fletcher International Exports Dubbo plant

'We also have a responsibility to the local community to minimise the impact of our operations.'

Mr Fletcher said that allowing a quad-axle semi-trailer to run between the company's abattoir and an inter-modal terminal, which is also company owned, generates significant community benefits.

'We used to transport 40 foot containers of export meat or sheep by-products to the rail terminal located near the centre of Dubbo for shipment to Port Botany using a tri-axle semi trailer, however we could not fill those containers.'

'Dubbo City Council gave us approval to operate to 55 tonnes gross using a quad-axle semi-trailer, however this still involved transport over local roads which, based on Council's advice, were not built for such loads.' Mr Fletcher continued.

### AN INNOVATIVE APPROACH TO SOLVE THE FREIGHT CHALLENGE

'Because the Council advised us that Yarrandale Road was constructed to a higher standard in terms of its pavement we decided to build our own inter-modal rail terminal. This suited the Council because it no longer had the tri-axle semi-trailers operating on the back roads of Dubbo to the old rail terminal.' Mr Fletcher explained.

'This means the truck trip is a 750 metre journey along Yarrandale Road to the new intermodal rail terminal within Dubbo's industrial precinct. Using the quad-axle semi-trailer has led to a significant payload increase over the tri-axle alternative.'

'It means we can operate more efficiently in transporting goods to market while at the same time no longer exposing the local community to the noise of trucks taking our products to port.'

# IAP What's In It For Me?

‘The trucking contractor engaged to undertake the task to move products from the abattoir to the inter-modal rail terminal was required to install satellite telematics with an approved IAP Service Provider before it could operate the quad-axle unit. We appreciate that the local Council wanted an assurance that its truck would only use Yarrandale Road and that the IAP provides the necessary compliance assurance to Council that access conditions would be met.’ Mr Fletcher said.

## IAP PROVIDES THE ASSURANCE ROAD ASSET OWNERS NEED

Dubbo City Council’s decision to approve access for an innovative quad-axle semi-trailer to run between an abattoir and inter-modal rail terminal in Dubbo demonstrates the potential of the IAP to deliver innovative freight solutions and boost export market potential.

According to Councillor Allan Smith, ‘Dubbo City Council staff worked with Roads and Maritime Services staff as well as Fletcher International Exports and their trucking contractor to ensure strict conditions in the design and construction of this semi-trailer were met.’

‘Yarrandale Road had already been approved as a Higher Mass Limits route by Council. Council’s task was to assess whether or not the economic benefits of running a quad-axle unit between the abattoir and the inter-modal terminal outweighed any increased costs associated with wear and tear on that road.’ Councillor Smith said.

‘In approving this application, Council set strict engineering, economic and compliance criteria. In terms of engineering Council needed to be satisfied that this road must have been constructed to withstand loadings applicable to what Council defines as an ‘industrial development area’. It must be on a designated Freight Vehicle Route in accordance with the Council’s Road Hierarchy.’



**Councillor Allan Smith of Dubbo Shire Council**



**Mr Roger Fletcher of Fletcher International Exports**

‘In terms of compliance, Council wanted an assurance that this vehicle would operate only on this approved route. The IAP provided the assurance Council was looking for. If this technology was not available to use in this way, I do not believe Council would have approved this application.’

Councillor Smith said, ‘As this vehicle was operating within an industrial precinct at all times, there was no need to impose restrictions on operating hours based on safety or noise concerns.’

## TRANSPORT OPERATORS, THEIR CUSTOMERS AND GOVERNMENT CAN UNLOCK IMPROVED ACCESS WITH IAP

Mr Chris Koniditsiotis, Chief Executive Officer of Transport Certification Australia Limited (TCA), which administers the IAP said, ‘We need to support our export industries through innovative logistics solutions which deliver higher productivity, efficiency and safety while addressing environmental concerns.’

‘TCA is delighted to see the IAP applied to monitor a quad-axle semi-trailer operating on a local road in a major regional city in order to benefit sheep and wool producers and the meat and allied industries. This shows how the IAP can provide a road asset owner with the assurance to approve new heavy vehicle combinations.’

‘I encourage transport operators, their customers and local councils to consider similar solutions to improve the efficiency and safety of the freight task.’ Mr Koniditsiotis said.

## FURTHER INFORMATION

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

## AT A GLANCE

- The IAP provided Dubbo City Council with a high level of assurance that the transport operator would comply with conditions to access only approved routes
- Increase in payload means fewer truck trips for the same freight task, less environmental emissions and reduced fuel consumption
- The local community is no longer exposed to the noise of trucks taking products to the inter-modal rail terminal for export
- IAP Service Provider – Transtech Driven



**Quad-axle semi-trailer approved to operate to 55 tonnes gross, transporting goods on a 750 metre journey from Fletcher International Exports along Yarrandale Road to the new intermodal rail terminal within Dubbo's industrial precinct**

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 Fletcher International Exports and the Dubbo City Council.

Photos of processing sheep and lamb skins for export and lambs resting at Fletcher International Exports, are by Alf Manciangli Gecko Photographics Orange.

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