



# Higher Mass Limits & Access

How Transtech can help your journey to unlock your potential.

Higher Mass Limits and Access isn't always about increasing payload. Each operator sees it from a different point of view.

Opening access to the road-network is important. Bulktrans, a division of Scott Corporation, saw an opportunity to their problem and brought a world of new-found benefits.



## The Problem

Bulktrans operate out of Pt Kembla in New South Wales transporting every category of dry bulk goods.

Masters Rd is one of the main arterial roads coming into the port to return to the Bulktrans' depots.

The main issue for Bulktrans was that the vehicle combinations utilised are not permitted to return via Masters Rd and must detour around an approved Higher Mass Limit route.

This is an 8km round journey for all drivers to make even though the vehicles are returning empty.

This was inefficient for the business and the drivers. Each driver had to take a 8km detour for each trip.

"Bulktrans wanted to get the most out of their operation. This meant a thorough plan had to be devised and put forward," said Paul Weiss, Business Development Manager at Transtech.

## The Solution

Bulktrans needed a way to return from Port Kembla to the mine site via Masters Rd, which would cut the journey by 8km.

NSW Roads and Maritime Services (RMS) had concerns for their bridge infrastructure and were reluctant to allow access.

Mark Wintle, Port Kembla Operations Manager, approached Transtech with his requirements to discuss the opportunities available.

The solution was simple: On-Board Scales. Bulktrans approached RMS with the plan of fitting On-Board Scales to its vehicles to travel on the Masters Rd route.

This provided Bulktrans the ability to prove their vehicles are travelling on the Masters Rd route unladen and in real-time.

At any point of time, Bulktrans would be able to check its vehicles weight to ensure all vehicles returning via Masters Rd were in-fact empty.

## The Benefits

The benefits were real and immediate.

- Increase in payload
- Instant reduction in fuel usage
- Instant reduction in the overall costs of operating
- Increased productivity as drivers were able to complete trips quicker
- Reduction of its greenhouse gas impact
- Reduce impact on local traffic environment

Access to the HML network for Bulktrans also allowed for an additional 2.5 tonnes more per load. Based on 14,000 loads per month, an additional 420,000 tonnes saved 12,500 trips a year.

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

'10% distance and time saving,' he added.