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## **GROWING WITH TECHNOLOGY, TELEMATICS IS NOW A MUST HAVE TOOL OF TRADE FOR THE HEAVY VEHICLE TRANSPORT INDUSTRY**

As one of the first transport operators join the IAP, Mr Mark Wintle, Group SHE & Compliance Manager from Scott Corporation Limited, outlined the many benefits that technology has helped deliver for their operations.

‘We were early adopters of technology and have never looked back,’ Mr Wintle said.

‘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 IAP device that has been certified by Transport Certification Australia (TCA) to meet an industry standard set for dependability.’

‘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 using an IAP Service Provider,’ Mr Wintle explained.

‘While IAP provides us with access to the Higher Mass Limits (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.’

‘Aside from helping us manage our operations, IAP access to the Higher Mass Limits (HML) network has allowed us to carry approximately 2.5 tonne more per load. Based on 14,000 loads per month, we achieve an additional payload of 420,000 tonne 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, the cost of IAP in-vehicle units (IVUs) was around \$100,000 with an annual operating cost of around \$70,000 for the fleet.’

‘Even if we were only earning \$1 per additional tonne we would still be way ahead under the IAP,’ Mr Wintle said.

‘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.’

‘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,’ Mr Wintle said.

Mr Chris Koniditsiotis, Chief Executive Officer of TCA, made reference to the productivity gains being realised through transport operators like Scott Corporation Limited.

‘The use of IAP to open up the HML network was one application in the National Transport Commission’s IAP Regulatory Impact Statement (RIS). Given the experience of Scott Corporation Limited, it is apparent that the RIS did not fully anticipate the full gamut of benefits that could be achieved through improved access entitlements such as HML.’

‘Reform always presents both challenges and opportunities. However, the realised benefits from reform have a tendency to go to those that are best able to understand, accept and adapt to changing environments.’

‘With the statement of, ‘Even if we were only earning \$1 per additional tonne we would still be way ahead under the IAP’ Scott Corporation Limited demonstrates how it has taken advantage of the reform agenda through the IAP,’ Mr Koniditsiotis said.

Further details about the TCA can be found at [www.tca.gov.au](http://www.tca.gov.au)

Media Enquiries  
Matthew Koce  
Communications Manager  
(03) 8601 4671