

SCT breaks into the bulk rail market



A major contract has been signed by SCT's bulk rail entity, Specialised Bulk Rail (SBR), with IMX Resources, to move iron ore from the Cairn Hill Mine in South Australia to Adelaide's Outer Harbour, for export to China. SBR's Bill Reed, said the long-term contract would see SBR moving around 1.7 million tonnes per annum during the life of the contract.

"SBR is our new specialised entity servicing the mining industry," said Bill. "We have been working on this project for the past 12 months and it's a brand-new mining project. The iron ore will be mined about 60 kilometres from the rail siding, taken by dump trucks ready for the containers, once the trains arrive."

He said the rolling stock were flat-

"...In a typical year, we'll be doing 286 trips. This will take two train sets doing three 1,800 kilometre round-trips per week..."

top wagons, with half-height containers on them. "They will be 40' wagons with two 20' half-height open-top containers. They will be loaded at Rankin Dam and then railed to the Port of Adelaide. The containers will be taken off the wagons, tipped into the ship's hull, stacked at

the portside and returned by rail to Rankin Dam.

"We will use 87 wagons each trip, giving us 174 containers. In a typical year, we'll be doing 286 trips. This will take two train sets doing three 1,800 kilometre round-trips per week. We will be purchasing new engines to cover this project." He said the actual mine site is at Cairn Hill, about 45km S-E from Coober Pedy. "Our train drivers will all be domiciled in Adelaide and we will run a train there and back with two in the engine and two in the crew car resting, then they will alternate."



SCT/Laminex Contract Announcement

SCT in conjunction with The Laminex Group, are pleased to announce that a five-year contract has been agreed to.

The scope of services SCT will provide to The Laminex Group, consists mainly of door-to-door West - East and East-West rail linehaul. SCT will move around 130,000 tonnes annually and over its term the contract will exceed \$60 million.

Laminex has four main manufacturing plants, at Dardanup in WA, Gympie in QLD, plus Cheltenham and Ballarat in Victoria. SCT has the site locations and service capabilities that fit the Laminex freight task perfectly for the West - East and East - West corridors.

SCT began working for Laminex in

2006. Over the past four years, the companies have worked closely, to forge a strong partnership, allowing the services that SCT provides to Laminex, to grow.

The Laminex Group has a strong focus on health and safety and a chain of responsibility. SCT's ability to show that it meets and exceeds the required criteria, has been a key element in creating a successful trading partnership with The Laminex Group.

By providing efficiencies and cost savings to Laminex and having a strong



▲ SCT National Account Manager, Tony Harwood (left) and Steven Raymond, National Transport Manager for The Laminex Group.

focus on continuous improvement, SCT Logistics looks forward to growing with The Laminex Group.

Sustainability? SCT is doing its part!

There's a lot of talk these days about emissions, greenhouse gases and the state of the world's climate. Because this is an important issue for all of us, we have put SCT's efforts under the microscope to see how the company is doing.

Here are the interesting facts:

- Freight train fuel efficiency has improved by 80% over the past 25 years
- A single litre of fuel can move a tonne of freight on an SCT Logistics freight train, for an average of 200 kilometres
- SCT's state-of-the-art locomotives have reduced emissions by as much as 90%, especially in the rail yards
- It takes 83 fully-loaded B-double trucks producing 3.4 times the amount of greenhouse gas emissions, to move the same amount of freight as an SCT Logistics 1.8 kilometre train over the same distance.

SCT has invested close to \$100 million on 15 state-of-the-art mainline locomotives, featuring the latest technology and fuel efficiency design, which has resulted in a reduction in greenhouse gas emissions.

SCT is the first rail operator in Australia to utilise the "Leader System" which allows locomotives to operate at optimum performance. The system improves consumption, reduces equipment wear and tear, and reduces freight damage. It's another SCT Logistics innovation to ensure that customers' product arrives on time and in the best possible condition.

In-Line fuelling reduces stopping

SCT Logistics refuels in transit, using specifically-designed tankers. This eliminates the need to stop for refuelling, improving efficiencies and fuel usage associated

with stopping and starting a train. SCT is the first railway operator in Australia, to run their fuel efficient 4500hp AC locomotives on B20 biodiesel. This is the maximum level of biodiesel mandated for Australian use, and comprises 20% biodiesel and 80% mineral diesel.

IONX Bearings

Wheel bearing failure is one of the largest contributing factors in the cause of derailments, where the consequences can be catastrophic. SCT is working with IONX to trial onboard hot bearing detectors.

Rail verses road

The Australian Government has commissioned studies comparing the rate of emissions from intermodal versus direct road freight. The results overwhelmingly confirm the environmental benefit of choosing the intermodal framework.

Did you know?

Railways are crucial to reducing greenhouse gas emission and to creating sustainable transport systems. Bringing about a modal shift from road to rail is the key to reaching the targets of the Kyoto Protocol and, at the same time, a sustainable global transport policy for the future.

Source: Railways and the Environment – Building on the railways' environmental strengths
Community of European Railway and Infrastructure Companies (CER) & International Union of Railways (UIC)

Message from our Managing Director



Well it's hard to believe that we are approaching the half way point of 2011 and closing off one of the most challenging years that SCT and our Nation has experienced. Fires, floods and cyclones have caused enormous logistical challenges for our business as well as the pressure placed on all our staff and personnel. However, once again our team made a tremendous effort in rising to these challenges and delivering for our customers.

The recent flooding across the Nullarbor caused the closure of the East West line for an unprecedented 12 days, the longest closure in modern times. Dealing with this challenge, I think our company learnt a lot about itself in dealing with a freight backlog in excess of 40,000 pallets in a supply chain environment, that has changed dramatically over the past 5 years.

Whilst there are a number of areas that we can improve on in dealing with these situations in the future, I can honestly say that the around the clock effort from our personnel including drivers, forkies, clerical and management, was nothing short of impressive.

The pressure of the freight task in these types of events reaches not only SCT and its staff but many of our customers and receival points that also have to cope with a two week stoppage in their supply chains. We appreciate the support and cooperation through this period and look forward to it hopefully never happening again.

As I read the content for our autumn newsletter and escape the day to day issues momentarily, I can reflect on the positive and proactive things that we have going on in our business. The longevity of so many of our customer relationships, rail initiatives that our larger opposition aren't even thinking of and expanding into new and diversified markets, which will protect our business into the future. These are the things that the owners and caretakers of this business are very proud of.

Despite the bumps and bruises of the last 12 months, we're heading in a positive direction. We look forward with anticipation to the arrival of our new locomotives around Christmas time, which will enhance our rail capacity and provide further back-up for our existing services as well as surplus capacity for future opportunities.



Vale Joe Aleskovic On Friday, 4th March 2011, SCT lost a valuable member of the team. Joe Aleskovic who worked at SCT Melbourne gave seven years of dedicated service. He succumbed to his fight with a long illness. Joe will be sorely missed by his work colleagues and his family. R.I.P Old Mate.

Buying the right trucks for the application

As the 2010 sugar cane season approached, SCT Logistics entered the second phase of their contract with the NSW Sugar co-operative, to transport sugar cane billets from the growers to the sugar mills for crushing. SCT Logistics commenced the contract in 2005 with 33 Kenworth T401 prime movers and purpose-built multi-lift trailers.

From the commencement of the contract, it was envisaged the demanding workload on the Kenworth T401s, would require replacement after five years. While SCT was more than pleased with the first batch of Kenworths purchased specifically for this task, over the first five years, SCT found numerous areas of improvement that needed to be applied. To Kenworth's credit, they took on SCT Logistics' suggestions and applied the modifications to the additional five vehicles SCT purchased in 2007. Some of the improvements suggested by SCT Logistics Head Mechanic, Mark Anderson, have become a standard specification across all Kenworth models and the SCT team are proud of this fact.

However, as SCT had not looked closely at the marketplace, for the supply of trucks for the next five years, and thinking outside the square, SCT Logistics requested "trial vehicles" from a number of potential suppliers. The trial vehicles to be supplied for the 2009 sugar cane season, from June to December '09 would be put through their paces - 50% off road, 24/7, for in excess of six months.

A number of truck distributors took up this challenge! SCT set-up an exhaustive list of criteria for assessing each of the brands for this specialised application. This proved to be an exciting and untried comparative trial. The manufacturers and distributors were very enthusiastic as SCT Logistics became their R&D proving ground, in a tough application. SCT Logistics was impressed with the enthusiasm shown as the manufacturers took on the challenge, as well as the criticism of their product - and no supplier escaped criticism. Often, SCT had their engineers and mechanics crawling over the trial truck to implement improvements "on the run".

Not only did SCT Logistics look at specifications, availability of parts, cost of



Trucks were put through their paces hauling sugar in NSW in an SCT Logistics' trial to find the best truck for the job.

...SCT set-up an exhaustive list of criteria for assessing each of the brands for this specialised application. This proved to be an exciting and untried comparative trial. ...

parts, build time of new trucks, back-up service, tare weights, fuel efficiency, cost of smash repairs and pricing, to name a few, they also took the time to have as many of their drivers as possible drive the trial vehicles, who then filled-out a "drivers score sheet".

Once the emotions were deleted, (some drivers are like Ford and Holden supporters on race day), we found some very interesting comments, which we shared with the suppliers. SCT shared all of the reports on all of the trucks with all suppliers, to show where their competitors were shining against their own vehicles. The SCT drivers rated characteristics such as ease of completing daily checks, cab access, cab comfort, seating positions, cab noise, position of controls, ease of operation, gear change, rearward visibility and general visibility.

Not only did SCT Logistics put a lot of work into this tender process, but also recognised the time and effort put in before and during the process by all who supplied vehicles for the trial. While a final decision could only involve one winner, with an order for 28 new trucks, the decision was long and hard, as all

vehicles had their pro's and con's.

There is no perfect truck, but to try and aid manufacturers to attain this, SCT Logistics provided each of the suppliers with not only the detail of their comprehensive tender process, but also a detailed "powerpoint" presentation of the for and against items for each vehicle trialled. Each supplier could see what SCT Logistics saw as the "good, bad and ugly" aspects of each vehicle trialled and believes this information will help manufacturers get a lot closer to supplying the perfect truck.

So, who did win this truck order? The Kenworth T402 with Cummins ISX EGR 450.465hp. On this group of trucks, SCT Logistics incorporated a fuel scoop, but also wanted the air conditioning condenser mounted on the roof. Kenworth re-engineered the fuel scoop to fit the condenser on the roof and SCT believes they are going to use this innovation on many of their new vehicles. SCT found it difficult to judge a winner this time around and if manufacturers take on all the points put forward by SCT Logistics and their drivers, the decision in five years' time will be ever harder.

Purchase of new trucks should improve delivery time

SCT has purchased 12 Isuzu trucks to enhance the Foster's Division's impressive 98% on-time delivery. The review process was conducted by WA State Manager Brad Moore, in conjunction with Foster's. The state's 20-year experience delivering Foster's via the support of Andrew Gunn, the WA Foster's Transport Manager, was enhanced by technical support from Greg Pugh, SCT's Fleet Manager for WA. "Greg's knowledge and management experience was an important factor in the selection of the Isuzus and the negotiations with suppliers," said Brad.

"The introduction of the new vehicles sees a break in tradition with our Foster's fleet, as they will be the first trucks on site with automatic transmissions. Fitted with an Allison six-speed auto transmission and coupled with a 295HP engine, these trucks are a pleasure to drive. The auto transmission improves driveability in the metro stop-start delivery, and reduces driver fatigue. Isuzu offered us a three-year full warranty, with an extended



▲ (L-R) The staff making it happen at the Foster's DC: Alan Morton, SCT/Foster's driver, Aaron McPartland, SCT/Foster's driver, Bill Faulkner, SCT/Foster's driver, Vicki Dewar, Foster's Logistic Manager WA, Mark Edmunds, SCT/Foster's driver, Gary Trigwell, SCT/Foster's DC Manager.

six-year warranty on the Drivetrain. The dealer – Major Motors – also has an after-hours service department, which allows us to drop the trucks off at night and pick them up the next morning. The vehicles have been fitted with a 400-litre long-range fuel tank, which will reduce downtime and trickle charges have been built into

the trucks, to enable charging of the electric pallet movers whilst still on the trucks."

The completion of the changeover, said Brad, will see a reduction to 18 in the number of vehicles delivering Foster's, due to an increase in the overall capacity of the new trucks.

Foster's ready to move to brand new DC

For head of SCT Property, Michael Zerbst and his team, the finishing line is in sight as final touches are taking place at the new SCT-developed warehouse that Foster's will occupy in Adelaide. "It goes back to April 2010 and we were involved in July/August of that year, when the Heads of Agreement was signed," said Michael. "From the property group's point of view, it is a major step in the development of the site. SCT plans to build their Adelaide terminal at the location as well, which will be a cross-dock warehouse, consisting of 4,900sqm with an office of 550sqm, for which a builder has now been appointed.

"Having Foster's there is a good start for the development of the overall site, which comprises about 52 hectares.

This DC is located at Penfield about a 30-minute drive from Adelaide. In addition to the Foster's building, we are also laying rail lines and a loco workshop and part of the works on the site includes building of infrastructure - roads/water/Telstra/electricity - to serve the greater site area.

"The Foster's DC is a good size - 12,100sqm with additional 440sqm for office space. When completed, it will mainly cater for block stacking storage, plus a small amount of racking."

Michael said prior to the signing of the contract for the DC, Foster's had used multiple warehouses in Adelaide. "Having everything under one roof will give them

greater control and the DC will serve the consumers of South Australia. Foster's will have the ability to move their freight from Melbourne to Adelaide via rail and offload it straight into the new DC. The project is on schedule and even though we had tight contractual conditions imposed upon us, we have been able to maintain the timing schedule."



SCT sets sights on new terminal

SCT's General Manager of Property, Michael Zerbst, said the development of 52 hectares of land acquired in 2006 at Penfield in SA is an important move for the SCT Group.

The move to Penfield was prompted in 2004, after discussions with the City of Playford in South Australia. "Previous investigations proved that any expansion to our current South Australian depot was not possible and SCT moved quickly to secure four adjoining properties that would provide enough land for future development.

"The land is uniquely suited to SCT's requirements," said Michael, "because of its direct abuttal of approximately 2.5 kilometres to the standard gauge railway line. This railway line forms part of the National Rail Network with

trans-continental connections to Melbourne, Perth and Darwin.

"In 2007, SCT applied to have the site zoned from the existing Horticultural use to an Intermodal use. The SA State Government after approving this rezoning, altered the plans for the Northern Expressway (NEXY), opened in late 2010, to include freeway on/off ramps from the NEXY, to facilitate easy access to our site."

He said SCT had redefined its requirements for the Penfield site, largely as a result of the new contract awarded to SCT for the transportation of bulk minerals by rail, from Coober Pedy to the Adelaide Ports.

"The first stage of development commenced in August 2010, with the construction of approximately 5.6km of rail line and a small loco workshop of 765sq metres for the general maintenance of locomotives and rail wagons, followed by the development of the SCT Transit Warehouse and a further 3.2km of rail sidings due for completion late-2011."

◀ The opening of the new SCT interstate rail freight terminal at Penfield means trains from Melbourne, pull off the main line, onto SCT track to the warehouses, then continue on to Perth.



Recognising 2010 SCT long-service milestones

25 YEARS

John Budrewicz *Fork Driver (WA)*
Hans Schmidt *Foster's Fork Driver (WA)*

20 YEARS

Kim Evans *Foster's Fork Driver (WA)*
James Lock *Semi Driver (WA)*

15 YEARS

Michael Armstrong *Semi Driver (WA)*
Karen Dadson *Admin Manager Foster's (WA)*
Paul Dowsett *Night Shift Team Leader Dry Rail (VIC)*
Greg Ennor *Fork Driver (WA)*
Peter Jackson *Fork Driver (WA)*
Ronald Pearse-Pryor *Foster's Driver (WA)*

10 YEARS

Mark Apsey *Foster's Fork Driver (WA)*
Kevin Budworth *Fork Driver (WA)*
Jim Campagnolo *Accountant Logicoil (VIC)*
Peter Lane *Foster's Driver (WA)*
Campbell Lawson *Semi Driver (WA)*
Jim Mingo *Fleet Controller (WA)*
Paul Moss *Afternoon Shift Manager (WA)*
Steve Rybka *Fork Driver (WA)*
David Urry *Operations Supervisor (SA)*
Bogdan Vasiljevic *Admin Manager (SA)*

SCT makes sure WA never runs out of their glass and a half

Four times a week, SCT rail (wagons and containers) load up with Cadbury chocolates, Kraft cheeses, Vegemite and other fine foods and set out on the 3,000-plus kilometre trip to Western Australia. SCT's National Refrigeration Manager Peter Lyngberg, said the company had agreed to a 3-year deal with Kraft which also covers the Cadbury range of confectionery products. "Cadbury products are picked-up from their DC in Dandenong and the ambient, chilled and dry freight from Kraft comes from their DC at Somerton," explained Peter.

"The dry freight comes into our Altona facility for forwarding. Depending on whether the refrigerated freight is a full load or not, it may be routed via Altona, or despatched straight on to trains heading for Woolworths' or Coles' DCs, and the like in Perth, avoiding double handling. When refrigerated freight crosses the Nullarbor, we have remote satellite monitoring checking the refrigeration units' status

regularly, plus, they are also physically checked in Adelaide and Kalgoorlie."

It's evident that they have a sweet tooth in that part of Australia, as Peter says he despatches four trains a week and the flood of freight continues. Once reaching Perth, the goods are unloaded into SCT's facility, cross-docked and put on

local delivery trucks for transport to Kraft customers in both metro and country locations. The same goes for the temperature-controlled products. "It's cross-docked and delivered. Full container loads of chocolate are obviously picked-up straight from the train and delivered straight to the customers' DCs."

Below (L-R): Peter Lyngberg - National Refrigeration Manager with Mark Baldacchino - Refrigeration Leading Hand, and Tannis Pesavento - Refrigeration Operations Supervisor.



SCT ticks all the boxes for Fresh Start Bakeries

While many people may not be aware of the name Fresh Start Bakeries, they would be aware of the hamburger and hot dog rolls, english muffins and other bakery products that the company provides fresh every day to many leading fast food companies. SCT's Greg James, National Implementation Manager, has had a long relationship with the baker.

SCT has been handling the transportation for Fresh Start Bakeries since 2003, when the company decided to supply the West Australian market from the eastern states. "The company sets very high standards for quality control and didn't want to rely on a third party to undertake the baking for them," explained Greg. "With SCT's proven capabilities and having a reliable refrigerated service with HACCP controls for food products,

made us a perfect fit for their freight need.

"Over the past seven years, our relationship has grown and Fresh Start Bakeries is today, one of our major refrigeration clients." Greg said the company had a very strict JIT (Just-in-Time) delivery policy and over the period of time, SCT hasn't missed a delivery.

Fresh Start Bakeries has two large bakeries located at Liverpool in Sydney and a purpose-built bakery at Lyndhurst in Melbourne. Product goes out frozen in rail wagons that are constantly monitored by satellite, ensuring the integrity of the product from pick-up to delivery. The company works a 24-hour seven days a week production schedule, with Lyndhurst catering for the west and south of NSW, all of Victoria, as well as satisfying the WA market.

"Goodness me its SPC® with SCT!"

Leading Australian canning company, SPC Ardmona, has been a client of SCT for more than 20 years and according to National Implementation Manager, Greg James, the company has just signed another three-year contract with SCT. "In the last seven years, we've developed a strong working relationship with SPC," said Greg, "and this has also extended to forging a growing partnership with parent company Coca-Cola Amatil, who purchased SPC five years ago.

"SPC in Shepparton, have been very supportive of SCT over the years and have rolled-over another 3 year contract to transport product from the eastern states to Perth." SPC Ardmona has a turnover of approximately \$500 million and after merging with Ardmona some five years ago, has become Australia's premier fruit and vegetable processing company, with canning plants not only in Australia, but also in Thailand for processing tropical fruits and in Spain.

SPC is the major canner of fruit out of the Goulburn Valley. The product is canned in Shepparton and brought by road via their local carrier, where SCT moves it by rail into Western Australia. Once in Perth, SCT's fleet of trucks deliver product to all the major retail and distribution grocery outlets in the capital. "We cover all of the Perth metro area," added Greg. "SPC has had a long history in fruit canning starting in 1918 after the First World War. Besides canning a variety of fruit and vegetables, SPC also has staples like baked beans and spaghetti, which are big sellers and they supply a lot of product to the food services area. Most of what we move, goes to the major chains like Coles, Woolworths and IGA."



New forklifts focus on safety

SCT Altona is proud of the fleet of new Mitsubishi forklifts that have been added to the Dry Rail and Refrigeration divisions. All told, almost 60 units consisting of gas and electric forklifts and sweeps, have been supplied to Adelaide, Melbourne, Parkes and Brisbane. Victorian State Manager, Allister Boyce, said 13 x 2.5 tonne, and two specialty forklifts had been added to the Dry Division and seven electric forks plus a scooter, had been added to the Refrigeration Division.

"Mitsubishi's numerous safety options played a big part in us selecting their units," said Allister. "Some of these features included anti-spin diffs which stop the front wheels spinning during the forward and reverse changing. This reduces tyre wear which creates rubber dust in the warehouse.

"All vehicles in Melbourne and Adelaide have keyless starts and rely on a swipe card that employees use to clock on and off. We are also adopting a pre start-up checklist that drivers have to undertake, before the forks will start. This involves 10 questions that have to be answered correctly, based on the basic safety



checklist. The forks will not start or operate until the seat belt has been applied.

"Another feature is the ability to download electronically the performance of each vehicle in real time, which will be an added tool for management purposes. Other features fitted to the SA and VIC units, include monitoring of user licences which will not allow the user to engage the fork if their licence has expired."

He said speed limiters have been applied to the vehicles and they can't go any faster than 11kph. This has seen a marked reduction in damaged stock. Also, quick charge batteries have been installed in the refrigeration forks, which have eliminated charging batteries during the shift, thus creating greater efficiencies and safety.

SCT rail moves into high-tech monitoring

As part of SCT Logistics' ongoing drive to reduce safety-related risks, SCT Rail has undertaken a number of cutting edge innovations.

Wheel bearing failure is one of the largest contributing factors in the cause of derailments where the consequences can be catastrophic. SCT has signed an agreement with IONX to trial onboard hot bearing detectors. 15 locomotives and 10 box cars have been fitted with monitoring and communications equipment. This equipment is now reporting to the drivers, the individual temperatures of the bearings and alerting them if they become too hot.

National Manager of Accreditation and Maintenance, Ron Bury, elaborated on the equipment: "A communications unit is fitted to the top of the wagon and a screen mounted in the locomotive. Monitoring provides reports so SCT can determine bearing life. The system also gives an instantaneous warning to the locomotive operators if a bearing exceeds the maximum temperature set in the system. This warning enables the locomotive operator to stop his train and inspect the offending bearing.

"IONX in the USA, are currently monitoring the output from the trial and will provide feedback on the data obtained



during the trial period."

SCT Logistics is the first rail operator in Australia to utilise the 'Leader System'. This \$300,000 investment by SCT, will enable drivers to operate our locomotives at optimum performance.

Leader is a driver aid which uses track data and operating rules to establish the best way to handle the train. This system is presently used by one of the leading Class 1 rail operators in America.

According to Ron Bury, the system provides opportunities to improve carbon output, reduce equipment wear and tear and reduce freight damage. "It will provide feedback to drivers on their performance, against what is referred to as the 'Golden Run' and provide data that will assist SCT to establish/improve driver training."

Below: (1) Locomotive display terminal mounted to the inside of the cab of an SCT Logistics locomotive. (2) Dual mode satellite/ cellular CMU-140 mounted behind the bulkhead.



Sydney depot moves to modern new premises

Brett Schweitzer, NSW State Manager and his team, have made the move from Yennora to Wetherill Park. Brett said that the new facility is more modern in appearance and more in line with the quality of SCT's other facilities.

"We were able to downsize in Sydney, because Parkes is fast becoming our operational hub," said Brett. "However, the move has upgraded our state office, given us a smaller DC for our cross-dock and will also accommodate our new warehouse customer Cargill, who are one of the largest oil and flour producers in the world and with whom we have formalised our partnership in Melbourne, Brisbane and Sydney."

"The new set-up fits with our long-term strategy to make Parkes our NSW hub. For our staff, it meant leaving an old woolshed for a state office which is modern and professional."

SCT goes around and around for kids health

SCT is proud to be a sponsor and has been a keen supporter of the Foxtel Lap since its inception. Each year SCT transports the treadmills required around Australia free of charge, to enable teams to raise the much needed money for the Murdoch Children's Research Institute. The Foxtel Lap is where a tag-team of 20 set aside a day to fund-raise. Over 10 hours, members of the tag team have to run or walk for 30 minutes on a treadmill and complete as many 'laps' as they can.

Each participant recruits sponsorship and donations for every lap they complete. All monies raised go to the Murdoch Research Institute for research into diabetes, allergies, cancer and other diseases that children can be affected by.

SCT Logistics looks forward to participating in the challenge this year and helping raise awareness for the treatment and prevention of childhood diseases and illnesses. The company sees the Foxtel Lap as a positive way to



promote health, fitness and team building within the SCT organisation.

Congratulations to the Murdoch Children's Research Institute on a fabulous initiative.

When the freight must get through...perfectly!

The cyclones and torrential down-pour that hit Queensland and parts of Victoria, had a knock-on effect, when a section of the rail line between Adelaide and Perth was washed away, stranding two SCT trains that were carrying refrigerated goods to Perth. There was an imminent real possibility that the refrigerated wagons and containers would run out of the diesel needed to power the refrigeration units to cool and maintain the freight. SCT National Refrigeration Manager, Peter Lyngberg, explains.

"The rail line was cut between Cook and Kalgoorlie just over the West Australian border. We had containers stuck on a Queensland Rail Train at a place called Loongana and had our own train pulled up at a place called Forrest. The trains were about 100 kilometres apart. After a week or so on the Nullarbor, they started to run low on fuel used to power the refrigeration units. While it may have been called an act of nature, we felt we had a

responsibility to our customers who were relying on us to maintain the cold chain and get their freight safely through to Perth.

"We flew out to the SCT train at Forrest, where there is a landing strip, picked-up a couple of locomotive drivers in Adelaide on the way, and reached our train around 10am. The loco drivers started up the locomotives and we travelled the 100 kilometres to Loongana where the first train was located, which had SCT refrigerated containers on it. We siphoned the fuel from the fuel reserves of the locomotive we'd driven out there and started to top-up the 35 refrigerated containers and wagons with diesel, to keep them going until the line was restored. It was expected that there would be no rail movement for up to 10 days."

Peter said the company took it upon themselves to ensure the containers were kept operating at the required temperatures (Freezer -18°C, Chiller +2°C and Ambient +14°C) and at no



Above (L-R): Anthony Heaft and Bob Yeates from Adelaide and Peter Lyngberg, National Refrigeration Manager (centre).

Below: Bob and Peter fixing the problem.



cost to the customers. "The decision to fly out, top-up the diesel and keep those refrigerated units running, meant that SCT could deliver the freight at the other end in perfect specification."

SCT awarded the Olex Contract

On the 1st September 2010, SCT was awarded the Olex contract, which required transport of Olex product from Lilydale and Tottenham sites in Melbourne to Forrestfield in Perth.

Olex specialises in the manufacture of high and low voltage cable, rubber cable and aluminium cable and is the main supplier to the mining industry in WA.

This was a new venture for SCT and presented new challenges. Specialised equipment was required for Olex's unusual freight profile. To cater for odd and oversize drums, SCT implemented the use of drop well wagons, combined with modified 40" transi bases, that had to be lowered into the drop well wagons.

This required modifying the lifting points on the transi's which was completed by Melbourne Container Park (MCP).



Do you have a story to tell?

SCT Xpress is your voice, so if you have a story to tell, contact Bree Hughes on 03 9269 5437 or bhughes@sctlogistics.com.au
You don't even have to be a budding novelist as we can help you.