

Giant delivery

TOLL IPEC IS POSITIONING ITSELF FOR FURTHER GROWTH IN AUSTRALIA'S EXPRESS PARCEL MARKET WITH THE ADDITION OF 150 BRAND NEW RIGIDS DESIGNED AND BUILT BY **ALLTRUCK BODIES**.

One of Australia's leading transport and logistics providers, the Toll Group is in the midst of growing its express parcel service, evidenced by a soon-to-be-completed \$170 million freight sorting facility in Sydney and \$150 million equivalent in Melbourne, which is expected to be operational by the end of 2015.

It is distribution sites such as these that have Toll IPEC working to upgrade and increase its fleet to accommodate the increased demands on its supply chain. As a result, the company has now added 150 new rigid bodies manufactured by Alltruck Bodies to its fleet, all of which designed to move general freight and cargo throughout Toll IPEC's Australian network.

"Our side of the business focuses on express freight, requiring us to transport overnight or within a two-day window. It's very competitive, especially when our work is predominantly business-to-business (B2B) deliveries and those companies depend on our vehicles arriving on time, every time,"

says Mark Witteman, National Fleet and Equipment Manager for Toll IPEC. "That's why Toll IPEC will always explore any opportunity to shorten the periods between pick-up and delivery to the end customer."

In line with that principle, Toll IPEC turned to Alltruck Bodies, a company that has

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constructed many of the current rigids in its fleet. As part of its planned replacement program, Alltruck was tasked with coming up with a number of rigid body to support Toll's growth plan. "It doesn't matter if we require five, 20 or 100 units, whenever we place an order, Alltruck will get the job done quickly using the latest in technology. We also encourage their engineers to give us regular feedback throughout the build process to achieve the best design possible."

Most recently, Alltruck Bodies finalised an order of 150 rigids consisting of curtain-siders, FRP vans – some fitted with tail lifts – and other specialised rigids, all of which based on Isuzu trucks.

"We received the first batch in September and the final units arrived in February this

year," Mark says, pointing out that on each delivery, the vans were put straight into service.

"The majority of the new rigids are used to transport general parcel freight to retail businesses, which can include parcels, cartons, small palletised goods, break bulk pallets, as well as fashion items such as hanging garments and flatpacks. The more specialised rigids fitted with airbag suspensions are used for delivering



sensitive freight such as computer parts and equipment, printing materials, medical and cosmetic supplies."

Currently, Toll IPEC has more than 1,500 vehicles in its fleet, which also includes prime movers, rigids, curtain-sider trailers and semi-

trailers. According to Mark, it won't be long before those numbers increase once more.

"Given the expected long-term growth in both our traditional B2B, B2C and the online retail parcel markets, it is important we continue to enhance our capabilities."

Contact

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Fast Fact

Established in 1955, Interstate Parcel Express Company (IPEC) began operations in Adelaide and Melbourne as a road linehaul overnight service. In 1998, IPEC was acquired from Mayne Nickless by Toll Holdings and renamed Toll IPEC. Today, Toll IPEC is headquartered in Altona, Melbourne, and has 52 depots in all major capital cities and regional towns across Australia.

