



Tieman aluminium fuel pocket road train.

## Fuelling an island

**CALTEX AUSTRALIA** WAS RECENTLY AWARDED A NEW CONTRACT TO SUPPLY AND TRANSPORT DIESEL TO THE MINES AT GROOTE EYLANDT. TO HANDLE THIS ARDUOUS TASK, THE COMPANY HAS PURCHASED A NEW OFF-ROAD POCKET ROAD TRAIN COMBINATION MANUFACTURED BY **TIEMAN**.

Groote Eylandt is situated in the Gulf of Carpentaria, 630km off the coast of Arnhem Land in the Northern Territory. It has a total area of approximately 2260 square kilometres and is one of the largest producers of Manganese in the world. The island produces over two million tonnes of Manganese each year which equates to around 10 percent of the world's total production. To service the new fuel contract, Caltex has set up a fuel depot on the island. Fuel is shipped to the island, before being offloaded at the depot, which is located at the wharf. The new pocket road train then transports the fuel to the mines, completing multiple trips throughout the day.

Due to the nature of the task, Caltex opted for an 'off-road' specification for the new tanker combination. "Although the new combination will run along a 30km straight stretch of road, we needed it to be extra heavy duty because of the harsh conditions at the mining site," says Caltex Logistics and Compliance Manager, Paul Rogan. "It is therefore fitted with heavy duty BPW running gear and is also anti-corrosive treated. Tieman's off-road specification is tough so it is suited to our application. "By putting the new road train combination on the island, we've also increased our efficiency. The combination has a higher capacity than other tankers previously used

on this run so there will be less trips needed throughout the day." The five compartment tanker barrels have been built for optimum structural integrity; using full-length aluminium sheets that are free of any joins with a special 6mm thick belly sheet for added durability. Pipe work is also free of any joins minimising the risk of future cracking. The tanker suspension sub frames are sandblasted and finished in corrosion resistant paint. An anti rust inhibitor has also been added to the suspension sub frames to protect them against corrosion. Stone guarding helps to further protect tanker components and reduce future maintenance costs. "What comes out of the



Major rollover - Only one compartment of fuel lost due to compartment rupture.

mines can be quite corrosive on the tanker. Having the tanker barrels painted and the suspension sub frames painted with special anti rust paint minimises the chance of corrosion and it also makes it easier to wash the barrel and keep the combination clean," says Paul.

Safety has always been a core focus at Caltex and the company strives to ensure that all of their staff make it home safely each and every day. The company is also constantly working to improve process and personal safety throughout all aspects of the business, including fuel transport.

For added safety, Tieman has designed the widest top walkway in the industry for their tankers. This is complemented by safe access from the top walkway to the ladder with a safer platform area at the top of the ladder

"Caltex has a very high view of safety

requirements and that's one of the reasons we went for this particular Tieman tanker combination," says Paul. "They are very experienced at building tankers for heavy duty road train applications. Their reputation is particularly strong in Western Australia, thanks to the integrity of the barrel design. Caltex had recently purchased some similar Tieman tankers for use in Port Hedland, which do a few hours on bitumen and then spend days on rough corrugated unsealed roads before returning to bitumen."

Tieman's Joint Managing Director Colin Tieman adds, "Due to our tanker building experience, we know much of the strength in any tanker design lies in the attachment of the end/bulkhead to the shell. Our tanker design notably decreases the risk of losing the entire load in case of a roll over as internal bulkheads will not be torn away from the shell. Our barrels

hold together due to our special design attachment between our bulkheads and the tanker barrel," Colin explains.

"In a rollover accident, the compartment integrity of a Tieman tanker will remain intact; and instead of losing a whole load, you may only lose a single punctured compartment. After all, the clean up can cost millions of dollars; and this is on top of the increased danger to operators, the general public and of course the environment. Our design minimises the risk of spillage in the most extreme side impact rollovers, thus assisting companies like Caltex in providing the safest equipment on the road."

### Contact

Tieman Industries Pty Ltd  
4-10 Keon Parade  
Keon Park VIC 3073  
Ph: 03 9469 6700  
Fax: 03 9462 1814  
Web: www.tieman.com.au



Another safety feature: Tieman's safe exit platform to the top of the ladder.



According to Tieman, the pocket road train comes with the widest walkway in the industry.

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