



SLC™ Case Study



Boral & SLC History

Boral Plasterboard has been a consistent supporter of the Seafreight Loading Chassis (SLC) for many years. They have been using the SLC™ for some parts of their domestic supply chain for more than 10 years. However, it was with the merger of Boral Plasterboard and USG from America that the combined company, USG Boral, turned to the SLC for an efficient method of shipping their products to both the domestic *and* their international markets.

New Zealand Market

In 2014 USG Boral launched their revolutionary, lightweight plasterboard with an intention of using this new product to significantly grow their domestic and international market share. The first objective was to embark on building a substantial foothold into a new export market - New Zealand.

From a supply chain point of view they needed a method of reliably shipping their plasterboard from their manufacturing plants in Australia to the major cities of New Zealand. They needed a method of shipping that was cost effective as well as protecting their product so that it arrived in their new market dominated by the incumbent New Zealand operator in pristine condition. USG Boral also needed to export some steel suspended ceiling products back to Australia from New Zealand. To meet these goals USG Boral turned to the SLC to support their export efforts (in addition to already using the SLC for some of their shipments from Sydney to Perth).

3rd Generation SLC™

Initially USG Boral leased a significant fleet of standard SLCs, but to meet their long-term objectives it was suggested that USG Boral should look at a whole new generation of SLCs that would be tailored to their requirements and represent a *major leap forward* in technology and productivity.

We are delighted to announce that USG Boral was the first of our customers to put the 3rd generation SLC into commercial service. This new model has several new features that provide USG Boral with critical productivity improvements. These are:

1. With a profile of only **100mm**, the new SLC is only as high as a standard pallet in the container, and therefore it provides initial cubic capacity to carry *more* of the lightweight board than was previously possible.
2. USG Boral's version has **no floor** on it, thereby saving critical tare weight compared to the older generation thus again creating *improved payload capacity* per container.
3. This model has **larger forklift tyne pockets** designed to meet their specification 7 tonne forklifts thereby eliminating the need to hot swap forklifts and allowing several empty SLCs to be lifted and moved simultaneously leading to improved handling and storage productivity on site.
4. A new system to **connect two 20 ft SLCs together** for unloading plasterboards packs that are greater than 6 metres long; while still retaining the flexibility of using a 20 ft rather than a 40 ft SLC.

5. **Additional rollers to lower the centre point loading** on the container floor and a superior distribution of the payload tonnage.
6. Finally, the major improvement is a **massive increase in return capacity** associated with the new SLCs. These SLCs can be returned in nests of 22 per 20 ft container dramatically reducing the per SLC return cost of the nested SLCs by as much as **40%** which is a major cost reduction when looking at the operation cost of the SLC system.

Conclusion

It is extremely gratifying that a major international company such as USG Boral has the confidence in the SLC™ to considerably expand their fleet and use this system as a key tactic to meet the ongoing challenge of reducing costs and improving service within their international and domestic supply chain.



To learn more about the many
applications of the SLC™,
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