

## **Directive 22 (Guide for Hiring TANS Trucks)**

The scope and nature of NSTIR contracts varies significantly throughout the construction season and throughout the Province. Identifying the optimum number and type of TANS dispatched trucks best suited for these projects is challenging and requires effective communication between the Contractor and the local TANS dispatcher.

Asphalt concrete paving operations in particular inherently have idle or wait times resulting from established production and asphalt laydown processes, regulated traffic control procedures, project phasing and unique planning. These factors impact cycle times and the number of haul units required.

The initial identification and right sizing of the truck fleet can be accomplished by considering the nature of the material to be hauled, identifying the haulage distance, estimating the anticipated cycle times and balancing these factors with the desired production and placement. Established processes for the allocation of TANS and Contractor units as per the 80-2- Rule will remain in place, as well as the timely communication of any potential shortfalls in TANS dispatched units.

### **Best Practice:**

- (a) The Guide for Hiring TANS Trucks will be utilized to establish baseline requirements for haulage on a project by project, operation by operation basis. Site conditions may require an adjustment of the haulage fleet to reflect these circumstances.
- (b) The Contractor will monitor cycle times and the general flow of product from the source to the placement site during the first full day of production
- (c) At the end of the first full day of production, the Contractor will contact local TANS dispatch to discuss the progress of the project and identify opportunities for improvement.
- (d) Discussion may include, but not be limited to, any delays or construction processes which affected the haulage cycle times, communication of actual cycle times as compared to the initial truck flow assessment. Delays affecting cycle times may be related to weather, production (e.g. asphalt) delays, quality management, general planning, safety or traffic control specific to the project
- (e) Key to the Contractor/TANS open discussion will be consideration for and awareness of the potential for ordering more trucks than are required for the operation (i.e. over trucking) or alternatively a shortfall in dispatched units. To address these scenarios, the Contractor will work closely with TANS dispatch to ensure the number and nature of the haulage units reflects actual cycle times and established production targets.
- (f) The purpose of the timely dialogue between the Contractor and TANS dispatch is to ensure that the flow of product is consistent throughout the day and that cycle times are fair and respective of the mutual need to achieve production targets and a reasonable number of payload trips per day for TANS members.
- (g) As the project progresses and haul distances become longer or shorter, every effort will be made by the Contractor to work closely with TANS dispatch to discuss and adjust the number of TANS units needed on the project. Flexibility remains key given the potential for unforeseen events.

With the goal of hiring a sufficient number of trucks to haul a particular material in order to ensure a steady delivery of material and to avoid unnecessary wait times the following guide shall be utilized by the Contractor.

The following example is based on hauls where tonne kilometre rates apply for the production and placement of 100 tonnes of material per hour. These examples can be scaled up or down.

Assumed Truck Capacity	
Tandem = 15 tonnes	Trailer = 25 tonnes

Cycle Time (minutes)	Trucks required (100 tonnes/hour)*			
			Tandems	Trailers
30	Capacity 1 Round	50 t	4	2
40		66.7 t	5	3
50		83.3 t	6	4
60		100 t	7	4
65		109 t	7	5
70		117 t	8	5
75		125 t	8	5
80		134 t	9	5
85		142 t	10	6
90		150 t	10	6
95		158 t	11	6
100		167 t	11	7
105		175 t	12	6
110		184 t	12	7
115		192 t	13	8
120		200 t	13	8

(\*) Depending on circumstance any combination of trucks may be utilized to accommodate required tonnage to be hauled.