

# PRACTICE MANUAL FOR BRISBANE TO SYDNEY

Smart planning for Australia's most competitive  
freight corridor



# 1

## ROUTE SELECTION

Routing is never guesswork.

- Leaving at 3am to 4am helps avoid the M1 and M7 congestion.
- When it comes to night runs, always consider scheduled works and rest windows.

### WHY IT MATTERS:

Poor route planning can add 4 hours to a 10 hour trip



# 2

## FATIGUE AND DRIVER HOURS

No schedule survives if fatigue rules are ignored.

- INH operates under NHVR-audited Basic Fatigue Management (BFM)
- Up to 14 hours on duty in 24, with a 7-hour rest
- Breaks are pre-planned before dispatch

# 3

## WEATHER

We don't wait for surprises. We check first.

- Flood-prone zones like Northern Rivers affect M1/A1 timing
- Fog and black ice slow A15 runs in winter



# 4

## FUEL USE

Bigger trailers burn more but move more too.

Semi (single): 600L per Brisbane to Sydney trip

B-double: 750–800L per trip

### Why this matters:

Fuel usage adds up. That's why fuel levies exist.



# 5

## HANDOVERS & DEPOTS

The more hands your freight touches, the more risk you carry.

- INH Transport uses single-driver linehaul
- No depot transfers. No third parties. No confusion.

**Why it matters:** Handovers cause delays, damage, and headaches.