

Minutes

MEETING: Grain Transport Safety Network

DATE: 07 December 2017

ATTENDEES: Bill Thompson (Emerald Grain), Greg McKay (Viterra), Sari Mackay (GrainCorp), Kieren Gardner (GrainCorp), Steve McIntyre (GrainCorp), Darryl Baldwin (Ridley), Sean Minto (Facilitator), Alister Boyd (Cargill), Nigel Lotz (GrainCorp), Jock Benham (GrainCorp), Josh Connell (GrainCorp), Yvette McKew (Mauri ANZ), Chris Spano (Bunge), Aaron Moeller (NHVR), Tim Ross (representing GTA), Dene Ladmore (Quattro Ports)

APOLOGIES: Travis Anderson (Emerald Grain), Stewart Osborne (GrainCorp), Chris Liston (Cargill), Grant McDougall (Viterra)

Item 1 Introduction

The chair acknowledged members and returning guests (Tim Ross and Dene Ladmore), and welcomed the following new guests to the meeting: Nigel Lotz (GrainCorp); Jock Benham (GrainCorp); Josh Connell (GrainCorp); Yvette McKew (Mauri ANZ); Chris Spano (Bunge); and Aaron Moeller (NHVR). It was noted Steve McIntyre from GrainCorp will be stepping down from the GTSN due to a change in position and Jock Benham will be his replacement.

GrainCorp presented a safety share regarding incidents that occurred since the last meeting, refer presentation in Smartsheet (note commercial in confidence). In relation to one incident the group discussed new NHVAS permit stickers, NHVR fact sheet and look-up tool. GrainCorp mentioned that they had sent a memo across their organisation.

The chair went around the table and each company represented discussed any recent significant incidents. Of note Cargill mentioned a truck rollover but it was unclear as to the cause at this point in time.

It was agreed the safety share process was a valuable activity and more time should be allocated on future agendas. It was mentioned the Australian Steel Institute Safety Committee have a safety alert template that members companies can fill out anonymously to share learnings across the industry and the GTSN plan to do the same.

Item 3 Charter and Plan

Plan on a Page

The revised plan on a page, which was simplified based on feedback from the last meeting was reviewed and explained in brief i.e. an annual plan aligned to the current sub-committee activities. It was noted the plan on a page has been uploaded to the GTSN website.

Each sub-committee has drafted their plan on a page template which explains their purpose, key outcomes, actions and performance measures. Each leader is to complete consultation with their respective sub-committee members and finalise their sub-committee plan on a page including having it uploaded to the website.

Item 4 Industry Update

Registered Industry Codes of Practice and the Master Code

Aaron Moeller, Senior Policy Advisor from the NHVR presented an overview and updated on Registered Industry Codes of Practice (RICP). It was requested Aaron Moeller share the amended HVNL with the group via Sean Minto.

Sean Minto presented an update on the Master Code on behalf of Peter Elliot, Project Manager, Safe Trucking and Supply Chains Limited. It was noted the Master Code addresses the four core obligations of CoR, namely speed; fatigue; mass, dimension and loading (MDL); and vehicle standards. Feedback was invited using the consultation form attached to the end of the draft Master Code. Some immediate feedback was noted for consideration. Any immediate questions can be directed to Peter Elliot whose contact details were provided at the end of the presentation.

The question was raised on how to close the consultation gap with smaller operators. It was proposed the Communications sub-committee prepare a communique that could be used by member companies to distribute their carrier base or in post-harvest meetings. Reference will be made to the NHVR CoR Assessment Gap Tool and GTSN website as sources of further information and understanding.

Grain Industry Code

Tim Ross provided an outline of the origin and structure of the current GTA codes available to members, including the Grain Transport Code of Practice. Tim noted there was also a similar challenge of engaging smaller regional supply chain parties and the GTA has subsequently been facilitating CoR workshops on how to prove compliance.

Tim has completed the first revised draft of the GTA Grain Transport Code of Practice which has been distributed to the Transport, Ports and Storage (TPS) Committee within the last week for review. The revised draft has been written along the lines of the Master Code using a risk based approach. It was noted the GTA Transport Code effectively

includes three sections, namely HVNL CoR compliance, bio compliance, and general health & safety matters.

To head down the path of a grain transport RICP is undetermined independently by both the GTA and GTSN at this point in time. The GTSN will conduct a status review at the March 2018 meeting. It was requested the Principles and Guidelines Sub-committee prepare a benefit analysis (pros and cons) of adopting a RICP.

Item 5 GTSN Sub-committee updates

Scope and Membership

The chair, Sari Mackay, proposed the scope of the VIC GHMS sub-committee be extended beyond ex-farm deliveries to include non-harvest deliveries and nominated Josh Connell from GrainCorp to join the committee. After discussion, it was agreed to extend the scope of this sub-committee and a more appropriate title was suggested e.g. 'Grain Movement'.

Communications sub-committee

Bill Thompson presented an update on the progress of the sub-committee, refer slide pack. It was discussed on how to get greater awareness of the GTSN website. It was suggested each member consider including a link on their own company websites, which was agreed to be a good idea. The use of key word searches was also discussed, Jock Benham from GrainCorp indicated he knows someone who may be able to assist with this.

The website approval process was reviewed and accepted, noting that any urgent matters e.g. safety alerts, could be expedited. The inclusion of industry links (other grain committees) on the GTSN website and vice versa was discussed. While it was perceived there would be no issue with this it was agreed as a matter of courtesy to discuss with relevant parties first e.g. GTA, VFF, etc.

The process of document sharing amongst the group was discussed, it was acknowledged while documents can be attached to Smartsheet, it was not the best option available. Other options considered included SharePoint, Dropbox, or Google Docs, but there were potential issues with accessibility due to some company firewall restrictions.

Other inclusions on the website discussed included sub-committee information such as activities and achievements, a public version of the meeting minutes, the signed commitment statement from each company and links to company truck codes.

Regulator engagement sub-committee

Sari Mackay presented the draft sub-committee plan on a page. It was acknowledged it needed to be revisited and published per early action (see Item 3). Nominations from other members including end users such as Ridley and Mauri ANZ were welcomed. Further engagement with the NHVR was encouraged as well as Safe Trucking and Supply Chains Limited given the Master Code is due to be submitted for registration in March 2018.

Greater engagement with other associations and federations was discussed and it was agreed to invite representatives from the state based Farmers Federation to the GTSN meeting when hosted in their respective state.

Principles and Guidelines sub-committee

The Code of Practice (CoP) Responsibility Matrix findings and opportunities were presented and reviewed by the group. The question of how to prioritise the opportunities was tabled and in response it was suggested prioritisation based on impact, effort and risk be undertaken. It was agreed to pursue the opportunities in accordance with the prioritisation process.

It was noted Jock Benham from GrainCorp will replace Steve McIntyre on this sub-committee in light of the earlier news that Steve is stepping down from the GTSN.

Grain Harvest Management Scheme sub-committee (to be renamed)

The sub-committee plan on a page was presented and it was noted this will need to be revised in light of the scope be expanded to include non-harvest deliveries. (Covered by action in Item 3). The changes to membership were noted in line with early discussion in Item 5.

The current differing company policies and procedures for breaches of GHMS were reviewed. There is an opportunity to harmonise policies and procedures for dealing with overloads. It was considered ideal if the regulators were more specific and there was potentially an issue with smaller bulk handlers also. It was suggested the GTSN take a lead role in developing a harmonised approach and recommending this to the regulators for consideration.

Issue 6 Next meeting

- Where: GrainCorp, NSW
- Date: 8 March 2018