



Grain Container Supply Chain Working Party

- GTA and the Department of Agriculture and Water Resources (DAWR) have been working with parties involved in the container export supply chain to improve performance and efficiency. Groups involved include:
 - GTA members;
 - Shipping Australia Limited;
 - Container Transport Association Australia;
 - Shipping Lines; and
 - Empty Container Parks.
- GTA initiated a cross sector Industry Working Group involving representatives and commercial participants from these sectors listed above. This was the first time these sectors of the supply chain met to discuss and workshop issues around efficiency of the grain container supply chain, and seek to address issues around improving industry performance on export permit related issues.
- The meeting was hosted by GTA and facilitated by Gerard McMullen, GTA Technical Consultant. Over 30 attendees addressed issues that impact on the efficiency of the grain container supply chain, and in particular the issues that impact on the grain industry performance in completing export documents prior to the container being shipped off-shore. These include:
 - Systems and process errors;
 - The process and relevant Standards associated with inspecting and certifying a container as a DAWR approved Food Grade container;
 - Access to 20ft containers now, and in the future.



Figure 1: Grain Container Supply Chain Working Party



Figure 2: Container Vessel - Port of Melbourne

- Actions resulting from the meeting included:
 - Establishment of a specific expert Working Group to improve reference material and Standards to assist the certification of Food Grade Containers;
 - Develop a high-level business case to assess the cost associated with performing certification of Food Grade Containers at the ECPS.
 - Acknowledge and plan for further reduction in 20ft containers, as industry expects a decline in availability over the longer term.
 - Assess how to improve joint industry communication and planning.
 - The cross-sector workshop was well received by participants. It was noted that many of the participants travelled from interstate to be a part of the Working Group and contribute to the meeting. GTA would also like to thank the Port of Melbourne who provided the meeting facilities at their education and resource centre.

Transport Industry Master Code

- The Transport Industry, through Safe Trucking and Supply Chains Limited (a jointly owned company of the Australian Logistics Council (ALC) and Australian Trucking Association (ATA)) has developed a Master Code of Transport for industry and is seeking to register this Master Code with the National Heavy Vehicle Regulator (NHVR).
- A NHVR Industry Registered Code of Practice (RICP) establishes standards and procedures for parties in the chain of responsibility to identify, analyse, evaluate and mitigate general risks associated with meeting obligations under the Heavy Vehicle National Law.
- The Master Code has been developed in consultation with industry through various public forums involving a wide range of industry participants including GTA.
- GTA's [Grain Transport Code of Practice](#) is similar in structure and content as the Master Code but is not a RICP.
- It is important that GTA members are aware that where a RICP exists it applies to anyone who has a duty of care in any of the areas covered in the Master Code and can be used as evidence in a court to determine what is reasonably practicable for a supply chain participant to be compliant.
- The latest draft of this Master Code was released for public consultation on and can be accessed [here](#).

Tasmania GTA Member Update and Standards Discussion

- GTA CEO, Pat O'Shannassy and Director, Michael Wood presented to Tasmanian grain industry members on 18th July 2018 in Launceston, Tasmania
- Participants at the meeting included representatives from flour millers, feed processors, grain marketers, storage and handlers, and the production sector.
- In addition to a GTA Update on industry issues and activities, the issue of increasing moisture content from 12.5% to 13.0% specifically for Tasmania in GTA Trading Standards was discussed at length. This followed submissions to GTA Trading Standards committee from some representatives of local industry.
- At the outset it was highlighted that the GTA Grain Trading Standards Committee contains individuals from different sectors of the grain industry including Grain Growers Limited, Grain Producers Australia, Storage and Handling Companies, Flour Millers, Exporters and Domestic Traders. It was noted that the GTA Trading Standards focus on national standards, and that Trading Standards were not designed to manage local and seasonal grain quality variations, which is the role of local market participants.
- The discussion highlighted that the Tasmanian issue was complex. Simply changing a Trading Standard would not provide a solution to the underlying issues.
- These complex issues include variable quality demand from consumers, processing complications from higher variation in grain quality, additional investment and costs for drying grain and additional storage requirements. It was noted that consumers will seek the most efficient input costs including the ability to import maximum 12.5% moisture grain from the mainland if local grain does not meet their quality requirements.
- It was also acknowledged that several the grain handling companies in Tasmania can and do receive grain at higher moisture levels, and that this grain can be out-turned to outlets such as dairy farms where the demand base permits broader specifications, and smaller in size, or incurs additional management such as separate segregation and drying to meet demands of other larger consumers who process grain for end-markets.
- It was acknowledged that rather than being a national Trading Standards issue, it was more of an issue relating to local markets, supply and demand, commercial renewal and storage. The meeting and discussion was a very valuable opportunity for industry members to get together to discuss supply chain issues.

Upcoming Events

- **GTA Advisory & Compliance Workshop**
 - Advisory & Compliance Workshop will be held at the Crown Promenade in Melbourne on the 31 July 2018. **Registrations close in one week.**
 - [Click here to register.](#)
 - [Click here to view the program.](#)
- **AGIC Australia**
 - AGIC Australia will be returning to the Crown Promenade in Melbourne on 1 & 2 August 2018. [Click here to register.](#)