

## **MEDIA RELEASE - for Immediate Release**

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### **HEADING:**

### **Safety – a Shared Objective in the Grain Supply Chain**

Grain Trade Australia (GTA) has been assisting the grains industry to understand the changes to the Chain of Responsibility law that is being implemented in mid-2018.

These changes will align heavy vehicle transport safety more closely with workplace health and safety laws.

GTA Chief Executive Officer Pat O'Shannassy said GTA is providing information and insight into the changes to the national Heavy Vehicle law through a number of well attended seminars in metropolitan and region NSW and Victoria, as well as forums for industry to discuss and understand how these changes may impact on their grain related business.

"We have pitched the seminars to the broader industry, not just GTA Members, as upcoming changes to the Law highlight the need for farmers and businesses in the grain supply chain to be aware of the shared responsibility we all have for transport safety and the risk that is present on our roads with heavy vehicle traffic," Mr O'Shannassy said.

"The task of moving grain to the port and to end users such as mills and feedlots is changing with a greater reliance on road transport and a higher proportion of grain being moved direct by farm.

"The grain supply chain has become more dynamic and open to multiple supply chain configuration, and whilst this is good for farmers and industry, it does bring challenges in ensuring all participants are aware of, and understand how to comply with Chain of Responsibility Law."

Presenting at the Seminars was one of Australia's leading transport and commodities lawyers Mr Geoff Farnsworth. He highlighted the increasing requirements for all parties that are involved in the movement of grain to understand the risk in the supply chain and their individual role in managing or influencing the risk.

"Each party in the chain now has a primary duty of care and as such, must be able to demonstrate, so far as is reasonably practicable that they have done all they can to minimise risk in the transport supply chain," Mr Farnsworth said.

"The key to managing Chain of Responsibility Law changes is to understand the risk in the supply chain and be able to demonstrate that each business, farm and individual has done something to reduce the risk.

“Given the increased financial penalties and potential imprisonment for failure to abide by these laws there is and increased incentive to understand and get this right.”

GTA will be extending the Chain of Responsibility Seminars to other states in the future to ensure the grains industry is provided the relevant information required to enable compliance with the changing laws.

**About GTA:**

Grain Trade Australia (GTA) is a national association and is the focal point for the commercial grains industry within Australia. The role of GTA is to provide a framework across Industry to facilitate and promote the trade of grain. GTA facilitates trade and works to provide an efficient, equitable and open trading environment by providing leadership, advocacy and commercial services to the Australian grain value chain. GTA Members are responsible for over 95% of all grain storage and freight movements made each year in Australia. Over 95% of the grain contracts executed in Australia each year refer to GTA grain Trading Standards and/or Trade Rules.

GTA has established the Australian Grains Industry Code of Practice. All GTA Members are required to adhere to the Code of Practice. GTA Members are drawn from all sectors of the grain value chain from production to domestic end users and exporters. GTA's has over 270 organisations as Members. Their businesses range from regional family businesses to large national and international trading/storage and handling companies who are involved in grain trading activities, grain storage, human and stock feed milling

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Photo available on request.

