

# TRANSCRIPT FROM RADIO PROGRAM

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BRENDAN TREMBATH: The Federal Government's six-month ban on the live cattle trade with Indonesia is bad for exporters but also truckers and stock feed producers. Farming groups are still trying to estimate the cost to the support industries.

David Weber reports.

DAVID WEBER: Several sectors are going to be affected. The president of WA Farmers, Mike Norton.

MIKE NORTON: The dollars are gonna be huge, there's the exporting companies that have these ships contracted, you just don't go out and find live export ships overnight, they've got long-term contracts that there'll be no work for these particular ships. Obviously there's obviously the feed companies, there's the trucking companies, there's the people that run the bulking up depots. This is a very, very large industry, believe it or not.

DAVID WEBER: Western Australia makes up one-third of the live cattle trade to Indonesia.

The Milne AgriGroup supplies cattle and feed. General manager of Milne Feeds, Michael Tarling.

MICHAEL TARLING: Yeah we supply significant volumes to the nor-west market from about May to September each year. We've been supplying feed for those cattle that have been mustered and are getting ready to go export.

And obviously because of the ban we won't be supplying feed to those markets to the same extent, we'll probably have to drop off a shift or two, because we're just not going to have the sales demand to keep the factory going.

DAVID WEBER: The South Australian producer JT Johnsons has 500 tonnes of feed sitting in Darwin. Company director Robbie Johnson says he still needs to work out whether he'll be forced to let some employees go.

ROBBIE JOHNSON: We supplied some of the ships that come into the Darwin ports and also the feedlots or the quarantine area before the cattle leave, we supply a few of those feedlots as well over the last probably 20 years.

DAVID WEBER: So that's a fairly specialised area I would suspect?

ROBBIE JOHNSON: Yep. Yep. So for our company it would be a good 10,000 tonnes a year if it was completely banned that we won't produce.

DAVID WEBER: And so what impact will it have on the bottom line?

ROBBIE JOHNSON: Well turnover wise it would be over \$2.5 million for our company in that factory and then obviously we do have freight as well, so that's gone for the time being.

DAVID WEBER: The Livestock Transporters Association says the impact on truck companies will be localised. The executive director Philip Halton says the majority of the association's members are involved in transport to abattoirs. Mr Halton says they're concerned about the state of the domestic market.

PHILIP HALTON: The advice from the Australian Meat Industry Council, who represent butchers and so forth, has been that in this past week the market has been affected in Australia. So it's been very important that that be nipped in the bud.

DAVID WEBER: Do you think that this decision today might do that; nip it in the bud so to speak?

PHILIP HALTON: I think so. We certainly very much hope it does. It's a very clear action. It's been noticeable that in the past week there were questions being raised in the media about the one or two other boats that sailed to Indonesia during that week when this issue was being debated. And I think if the Government had not brought clarity to this issue, you would have had a continuing confused debate.

So we're interested in seeing this issue solved but calling a time out so it's very clear that there's now going to be a focus on a solution seems like a pretty constructive act.

BRENDAN TREMBATH: Philip Halton, of the Livestock Transporters Association speaking to David Weber.