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Prepared by Mathew Munro



CHANGES TO ALRTA MANAGEMENT FROM 1 AUGUST

The ALRTA's management transition process is in full swing. Our contract with HGH Consultants to provide Secretariat services will conclude at the end of the month and from 1 August 2014 the ALRTA will be managing its own affairs.

As part of the process we will be directly employing our own staff and upgrading our business systems to take advantage of modern capabilities. The ALRTA Secretariat will continue resource sharing arrangements with LBCA to maximise efficiencies for both associations.

The ALRTA National Council has also directed the Secretariat to focus more closely on sector specific issues such as loading ramps, fatigue management systems for rural Australia, animal welfare and driver amenities. We won't be taking our eye off other issues like charging and chain of responsibility but we will work more closely with the ATA on these matters.

The next ALRTA National Council meeting and AGM will be held in Melbourne on 7 August 2014. Our current National President, Liz Schmidt, will be stepping down to contest the seat of Dalrymple in the upcoming Queensland State Election. So, in addition to our new management arrangements, business systems and policy priorities we will also have a new President.

The change process will take a little time and effort to implement. However, we believe that the process will result in a fully independent ALRTA that is more clearly focused on core issues of concern to rural carriers. One thing that will not change: the ALRTA remains your organisation and we will continue our fight to improve your operating environment.

REASONABLE RECEIVAL HOURS AND IMPROVED CERTAINTY NEEDED

ALRTA has lodged a submission to the Australian Government's review of the Exporter Supply Chain Assurance System (ESCAS), making two key recommendations:

- 1) Feedlots receiving animals for export should remain open for at least 18 hours on all stipulated receival days, including until midnight; and
- 2) The Government must review the inspection, certification and clearance processes with the aim of improving certainty around the timing of export operations.

To minimise on-road safety risks and maximise animal welfare outcomes, accumulation facilities need to be open at reasonable times in the evening so that transporters can load in the morning, drive during the day and unload as soon as they reach their destination.

The primary issue for transporters loading the export vessel is the uncertainty around when loading will actually commence. 'Sometime this week' is often the answer and drivers and vehicles can sit idle for days waiting for the inspection, clearance and certification processes to be concluded.

CARBON TAX AXED

It was a long time coming but this week the carbon tax was finally axed. Fuel won't be going up and you should see some savings on your electricity costs and refrigerant gases used in transport.

LRTAV CONFERENCE 8-9 AUGUST 2014

The LRTAV Conference will be held 8-9 August in Ballarat, Victoria. As usual there will be an engaging program, great food and entertainment. Early registrants have a chance to win an iPad courtesy of Beaufreaires. Click [here](#) to register. See you there!

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