



# Australian Livestock and Rural Transporters Association

## Contact Us

### Business Address:

Unit 4/82 Thynne Street  
BRUCE ACT 2617

### Mailing Address:

PO Box 615  
BELCONNEN ACT 2616

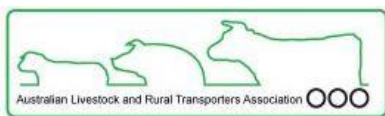
**Phone:** 02 6247 5434

**Email:** [office@alrta.org.au](mailto:office@alrta.org.au)

**Web:** [www.alrta.org.au](http://www.alrta.org.au)



## Celebrating 1985 - 2015



**Celebrating 1985 - 2015**

PO Box 615  
BELCONNEN ACT 2616

# Table of Contents

THE BEGINNINGS .....	1
FOUNDING COMMITTEE.....	2
<i>Structure</i> .....	2
ORIGINAL OBJECTIVES .....	3
<i>Vision and Mission</i> .....	3
ALRTA PRESIDENTS .....	4
<i>Election Process</i> .....	4
LIFE MEMBERS.....	5
KEY CONTRIBUTORS.....	6
EXECUTIVE DIRECTORS.....	7
MEMBERSHIP.....	8
ISSUES AND ADVOCACY .....	9
NATIONAL SPONSORS.....	10
BUILDING SPONSORS.....	11
PHOTO GALLERY .....	12
MEDIA CLIPPINGS .....	18

# The Beginnings



This booklet celebrates the 30th anniversary of the Australian Livestock and Rural Transporters Association (ALRTA). It chronicles our early history and acknowledges the important contributions of the people who built our Association.

The ALRTA (originally the ALTA) was founded at a meeting on Wednesday 9<sup>th</sup> October 1985 held at the offices of the Australian Meat and Livestock Corporation, AETNA Life Tower, Sydney NSW.

The driving forces who brought the participants to this meeting were Bruce McIver, President of the Livestock Transporters Association of Queensland and Jack Mitchell, President of the Livestock Transporters Association of Western Australia.

The purpose of the meeting was to discuss the '*formation of a national organisation to represent livestock transport operators*'.

At the time of this meeting the only established and incorporated State associations were in Queensland, Tasmania and Western Australia. Associations were subsequently established in New South Wales, South Australia and Victoria.

The first meeting elected Bruce McIver as President, Jack Mitchell as Vice President and David Dolin as Secretary/Treasurer.

# Founding Committee

Role	Name	State
President	Bruce McIver	QLD
Vice-President	Jack Mitchell	WA
Secretary/Treasurer	David Dolin	WA
Committee	Jim Baker	QLD
Committee	Mark Stegman	QLD
Committee	Jim Savage	NSW
Committee	Harold Thompson	NSW
Committee	Noel Hoare	NSW
Committee	John McKenna	VIC
Committee	Peter Berwick	TAS
Committee	David Plumbridge	TAS
Committee	Paul Chapman	SA
Committee	Ian Curran	SA
Committee	Nick Buntine	NT

## Structure

The ALRTA is made up of grass-roots transport operators, ranging from some of the largest fleet operators in the country to single truck owner/operators.



The ALRTA is governed by a council comprised of committee members from each of the six state-level associations, plus representatives from our 'Large and National Operators Member Chapter'. The Council meets at least quarterly.

Day-to-day management is vested in an Executive Committee supported by a small Canberra-based secretariat.

# Original Objectives

- Examine and make representation on any matter, legislation or issue of national importance which may have some impact on the Australian livestock transport industry.
- Promote professional standards of integrity and efficiency within the Australian livestock transport industry.
- Actively promote the development of Livestock Transporters Associations in each State and Territory of Australia and to represent their interests on national issues where appropriate.
- Liaise with any other organisation where that liaison may further the Association's objectives.

## Vision and Mission

At the Annual General Meeting on the 12 July 2011, ALTA changed its name to Australian Livestock and **Rural** Transporters Association (ALRTA).

The name change reflected a broadening of the original livestock focus to include all types of rural transport. By this time, the majority of state member associations had already embraced a broader membership base.

Today, the ALRTA represents all hard-working road transport companies, based in the small communities of regional and rural Australia, who provide the 'first and last' link of the supply chain for Australia's agricultural industries.

The ALRTA works with governments at all levels, industry groups, community organisations, regulators and the media to ensure that rural trucking is protected and promoted as **a sustainable, responsible and safe** contributor to rural and regional Australia and all primary industries.

# ALRTA Presidents

First Name	Last Name	State	Term
Bruce	McIver	QLD	1985 - 1990
Noel	Hoare	NSW	1990 - 1992
Lewis	Couper	WA	1992 - 1995
Donald	Gangell	TAS	1995 - 1997
Tim	Clifford	VIC	1997 - 1999
Ross	Fraser	QLD	1999 - 2001
Mick	O'Hara	SA	2001 - 2003
Kevin	Fechner	VIC	2003 - 2005
Mark	Sullivan	WA	2005 - 2007
Robert	Cavanagh	NSW	2007 - 2009
David	Smith	SA	2009 - 2011
John	Beer	VIC	2011 - 2013
Liz	Schmidt	QLD	2013 - 2014
Grant	Robins	WA	2014 - current

## Election Process

Elections for ALRTA Executive positions are held each year at an Annual General Meeting. Officers are nominated and elected, by peer vote which ensures that grass-roots operators always remain in direct control of the association.

# Life Members

Life membership is occasionally awarded to operators who have performed outstanding service to ALRTA and the rural transport industry.

1992	Bruce McIver
1992	Jim Savage
1994	Noel Hoare
1996	Paul Chapman
1996	Lewis Couper
2007	Peter Berwick
2007	Mick O'Hara
2007	Ross Fraser
2008	Ron Pattel
2014	David Smith
2014	Mark Sullivan



# Key Contributors

The ALRTA has been supported by many people over the past 30 years. The vast majority have donated their time and resources without receiving any formal accolades – they did it simply because they believed in the association and they wanted to make a difference for the industry. **We salute you! It is on your shoulders that we now stand.**

The association has also been supported by personnel with the specialist expertise to get the association up and running, and to keep it running smoothly for decades to come.



Mr Robert Gunning was the inaugural Executive Director of the ALRTA and continued in this role for almost 20 years. Robert helped build the ALRTA's operational capacity and reputation from the ground up.

Mr Andrew Higginson of Resolution and then HGH Consulting made major contributions to support the ALRTA for over 25 years. Right up until August 2014, Andrew managed the staffing and resourcing of the national secretariat.



Mr Jack Evans has provided services to the ALRTA as part of HMS Resolution Pty Ltd since the National Secretariat was established. He still consults to the National Secretariat, principally on financial matters.

The ALRTA now directly employs all of its own staff and owns all of its own equipment, operating from our National Headquarters that was purchased in 2010.

---

*“We are, and always have been, a grass-roots association. Our committees and councils are made up of transport operators who have stepped up to make a difference for the whole industry.”*

*— Grant Robins, ALRTA President 2014*

# Executive Directors



**Robert Gunning**

1987 - 2006



**Luke Fraser**

2006 - 2009



**Philip Halton**

2010 - 2013









**Mathew Munro**

2013 - current

# Membership

## State Associations

Membership includes 6 state member associations:

Livestock and Bulk Carriers Association	
The Livestock and Rural Transporters Association of QLD	
Livestock and Rural Transporters Association of SA	
Livestock Transporters Association of TAS	
Livestock and Rural Transporters Association of VIC	
Livestock and Rural Transport Association of WA	

## Member Chapter



In 2013, the ALRTA established a 'Large and National Operators Member Chapter'. Membership of the chapter is limited to 5 companies at any one time.

Founding members comprise Martins Group of Companies, O'Sullivan Livestock Transport and Frasers Livestock Transport.

# Issues and Advocacy

Over the years, the ALRTA and our member associations have together successfully advocated on a range of issues that benefit transport operators and the rural supply chain, including:

- ✓ Livestock Loading Schemes
- ✓ Harvest Mass Management Schemes
- ✓ 4.6 Metre High Livestock Crates
- ✓ Charging Reform
- ✓ Better Network Access
- ✓ 26m B-Doubles / Steerable Axles
- ✓ National Heavy Vehicle Regulator
- ✓ Animal Welfare
- ✓ Development of truckCare
- ✓ National Ramp Guidelines
- ✓ \$10m for ramp upgrades via HVSP
- ✓ Development of LivestockASSIST
- ✓ Anti-Lock Braking Exemptions
- ✓ 160K Radius Log Book Exemption
- ✓ AFM Templates for Livestock Carriers
- ✓ Effluent Management / Truckwashes
- ✓ Land Transport Standards
- ✓ Chain of Responsibility
- ✓ Removal of the Carbon Tax
- ✓ ALTA one of the founders of the ATA

# National Sponsors

Our national sponsors play an important role in helping the ALRTA to promote and pursue the interests of rural transporters across Australia.

We thank the following national sponsors for their valuable support.



---

*"We are forever indebted to our sponsors who have stuck with us over many years. Their contributions have greatly assisted in putting the ALRTA on a robust financial footing, where we are able to pursue member interests."*

*— Grant Robins, ALRTA President 2014*

---

# Building Sponsors

## ALRTA Major Building Sponsors



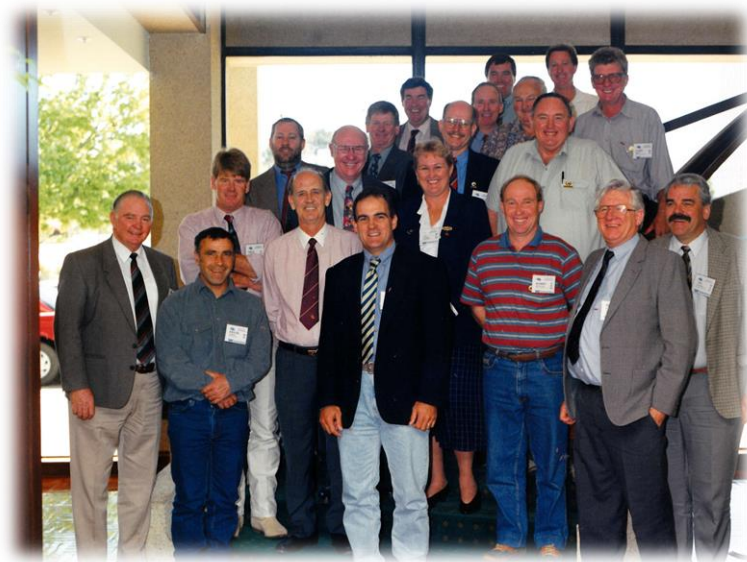
## ALRTA Building Brick Sponsors

Austbrokers AEI Transport	Heath Transport	NJ&NP Jones & Co
Australian Markets Assoc.	HGH Consultants	Noel Hoare Transport
B & SG Pisasale	Hingston Transport	NTI Limited
B&J Bracknell	HMS Resolution	O'Connor Livestock
Barney Hayes	Hodge Livestock	O'Hara Transport
Birch's Livestock Transport	Hollingsworth Transport	O'Sullivan's Transport
Boyle's Livestock Transport	Iveco Powerstar	Paul Hayes
Brett Cattle Co	Iveco Trucks	PR & DM Mitchell
Carter Corporation	JD Rogers Pty Ltd	PT & TI Boschetti
Cec Hayes	JJ & JL Mahony Transport	Purtmans Pty Ltd
Clapham Livestock Transport	John Hayes	Quinn Transport
Craig Congram Livestock	John King Haulage	RJ & MN Gould
D&S Smith Haulage	Johnston's Livestock	Ron and Alice Pattel
Dalton Bailye Transport	Kelly's Transport	Ron and Lola Shanks
David Grimison	Kevin Keenan Transport	Southern Rivers Haulage
David Henry Plumbridge	KJ & JM Vorwerk	TM Dyer Transport
DF & E Kemp & Sons	Les and Greg Bird	Tosch Transport
Edyvane's Transport	Lisony Holdings	Trans Bulk Haulage
Fechner's Transport	Liz Schmidt	Trengove Transport
Fife's Goulburn	Mark and Anita Sullivan	Verve Economics
Fraser's Livestock	Matthews Transport	Wayne Jones Transport
Fyfe Transport	McArdle Freight	Whittam Transport
Hayes Transport	Mystic Park Stud Transport	Wild's Livestock
Hayter's Haulage	Namadji Pty Ltd	

# Photo Gallery



# Photo Gallery



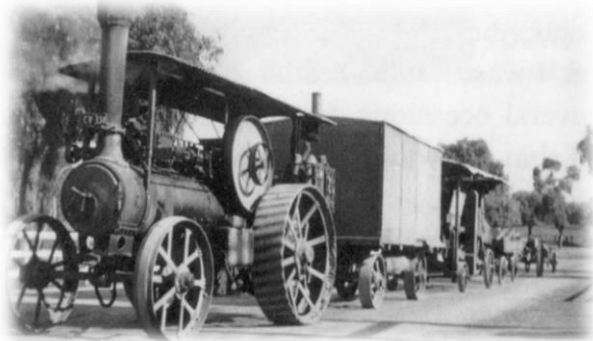
# Photo Gallery



# Photo Gallery



# Photo Gallery



# Photo Gallery



# SAFETY

# A.L.T.A. LAUNCHES TRUCKSAFE

LIVESTOCK CARRIERS stole a march on the rest of the transport industry by being the first group to publicly release a truck road safety plan.

The Australian Livestock Transporters Association (ALTA) launched its nine-point truck safety programme "Trucksafe" on May 10.

In announcing the plan, ALTA president Bruce McIver said the ALTA was determined to do all it could to improve road safety.

Mr McIver said although it was widely acknowledged, including at ministerial level, that livestock carriers had a very good safety record, the nine-point Trucksafe programme had been developed to ensure this good record was maintained and further improved.

Elements of the Trucksafe programme were under development well before the safety issue rose to major prominence earlier this year.

Issues such as driver training and accreditation have been long-standing policy items of the ALTA's state member bodies.

"The livestock transport industry has been working to enhance the professional standing of drivers and to engender a real sense of the drivers' responsibility to the community and the industry," Mr McIver said.

The industry was looking to establish a system of accreditation in co-operation with road transport industry training committees in every state, he said.

A key industry initiative, mooted by LTANSW president Jim Savage (Tamworth) at the LTANSW conference in February, is the gearing of trucks or the fitting of speed limiters to ensure heavy vehicles cannot travel at more than 110km/h.

The speed limiting initiative is the first and major point in the Trucksafe programme.

"Limiting speed addresses a significant road safety concern for the whole community," Mr McIver said.

"Livestock vehicles generally travel well under 110 km/h because they carry a live load which needs to be protected from bruising and stress."

The livestock transport industry also supported the need for a code of practice. The ALTA was currently developing a code along the lines of a similar code developed for general transport by the ARTF.

One of the notable points of the ALTA Trucksafe programme is the emphasis on government responsibilities - especially in adequate road funding and maintenance.

"Livestock transporters expect government to fulfil their responsibilities to provide a safe and efficient road system, establish and enforce sensible road traffic rules and to work with industry to improve road safety," Mr McIver said.

Trucksafe calls on federal, state and local governments to make "strategic" investments in roads to improve safety. Areas needing most attention are "blackspots", constructing divided carriageways, providing rest areas and sealing dirt roads used to transport export livestock.

The ALTA has already approached the federal government concerning the breaking of the prime minister's 1984 election commitment to upgrade the Hume Highway to a four lane divided carriageway by 1988.

Only 63 percent of the Hume is a divided carriageway. The ALTA claims road accidents continue to occur at two to three times what they should be because the highway is not divided.

Mr McIver said Trucksafe was a broad-based road safety programme which targeted key areas of the safety equation.

"Trucksafe is designed to improve driver behaviour, vehicle performance, road conditions and the general

# STOCK HAUL

THE MANAGEMENT MAGAZINE FOR LIVESTOCK CARRIERS

## Liberals grilled by angry carriers over mass distance fee

A STRING of angry questions from livestock carriers about the federal coalition's as-yet unspecified mass distance charge policy dominated talk at the ALTA conference held in Melbourne on October 16 and 17.

Opposition transport spokesman David Hawker was left to field questions from a virtual queue of livestock carriers after his address to the conference on the opposition's transport policies.

He had earlier told the conference the coalition wanted to "depoliticise the whole issue of road funding".

But an angry group immediately started firing questions on the sensitive topic of the mass distance charge, proposed both by coalition leader Dr John Hewson and the Business Council of Australia (see *ATA* last month).

LTAQ president and Mt Isa based carrier Cliff Alford lead the charge, saying the industry was confused on the coalition's policy.

"Mass distance charge is a dirty word in our industry. We've fought it for years and

got rid of it. The more we see (of Coalition Fightback and transport policies) the more we think most of us would be worse off," Alford said.

Hawker, who tape recorded his address and the question session which followed, replied the NRTC had been working with a leg rope on it.


"This is not their fault — they're not allowed to look at many of the taxes you pay. The (federal) government still says the NRTC figure on fuel is only a notional amount for road funding," he said.

"Technology will allow a fairer system — you would pay no more and no less than what is a fairer charge."


However he still would not specify what the coalition believed to be a fair charge.

Alford immediately replied: "All these things (technology) cost dollars to us. Fuel is the fairest compromise to us. It's the gear we have now that we need to use to get the country going again."

The words "get the country going again" were the same words used by Hawker in his address about the impact of the



David Hawker . . . faced hostile question period over Dr Hewson's mass distance charge proposal



Stockcrate manufacturer Mick Byrne . . . accused coalition of not showing the real figures

# Media Clippings

[Industry News](#)
[Product News](#)
[Logistics](#)
[Reviews](#)
[New Truck](#)

**LIQUID FILTER**  
**MAINTENANCE KITS**
[Learn More](#)

## ALRTA HAPPY WITH TRAILER BRAKES DECISION

Date: 24.01.2014

### Livestock transporter group says it has won two key exemptions on mandatory ABS for trailers.

The Australian Livestock and Regional Transport Association has welcomed the new design rules on trailer braking safety.

The Federal Government last week announced it would require all new heavy vehicle trailers to be fitted with anti-lock brakes (ABS) or load proportioning brakes.

The new standards will take effect from July 1, 2014 for all new model trailers, and January 1, 2015 for all new trailers.

The ALRTA says it has been concerned about the reliability of ABS on trailers in harsh environments.

However, ALRTA Executive Director Mathew Munro says the group managed to secure exemptions after meeting with the Department of Infrastructure and Regional Development and Assistant Minister for Infrastructure and Regional Development Jamie Briggs.

Munro points out that ABS (or variable proportioning brake systems) will not be required for road train converter dollies or trailers that can already meet the unladen braking standards.

He says that heavy trailers with a tare mass exceeding 2.5 tonnes per axle (or 7.5 tonnes on the tri-axle, which includes most stock crates) should meet the unladen braking standards and will therefore be exempt.

"It is also important to note that the rules for prime movers include provision for an 'off-switch' so that the technology can be temporarily disabled from the cabin in problematic situations such as creek crossings," Munro says.

ALRTA Executive Director Mathew Munro.

# Media Clippings

[Home](#)
[Magazine](#)
[Industry News](#)
[Featured Stories](#)
[Trailer Builder Profiles](#)
[Fleet](#)
[Innov](#)

## \$10m for livestock saleyard safety

Posted on Wednesday 19th, September 2012.

The Commonwealth Government has announced that it will invest \$10 million over two years to improve safety at livestock saleyards, and to upgrade other key facilities used by the livestock transport industry throughout Australia.

"This investment package will save the lives of our drivers. Every year, rural livestock drivers pay the cost for having to work in out-dated facilities," National President of the Australian Livestock and Rural Transport Association (ALRTA), John Beer said.

"Last year, a driver in Victoria was placed in a coma after being struck in the head by a bull when he had to load using an unsuitable ramp. From South Australia, my former national vice-president was hospitalised when he was trapped, unable to escape from a badly-designed ramp, and was run over by three steers. In Queensland recently, one of the very best companies in my industry lost a 44-year-old driver who was gored by a bull."

Federal Minister for Infrastructure and Transport Anthony Albanese told the House of Representatives this week that the decision was taken after the Independent Member Tony Windsor asked the Government to increase funding to the Heavy Vehicle Safety and Productivity Program (HVSP), in order to address issues faced by rural livestock drivers.

Funding applications under the Heavy Vehicle Safety and Productivity Program need to be put forward to the Commonwealth Government and the states and territories.

"In my industry, livestock drivers are regularly asked to load cattle, sheep and pigs using stock ramps that are badly designed, badly maintained and simply unsafe to use," Beer said.

"The ALRTA invites Councils and private businesses that operate saleyards and other facilities, such as long-distance transport spelling yards, to work with us in putting forward joint-submissions to the various governments."