



# priorityreport



## AFIA Gala Presentation

Winners and highlights in pictures

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Regional forums focus  
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Port Outlook 2016  
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Booking system for new container terminal  
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### CONTRIBUTORS

Infrastructure Victoria, MaxiTRANS, Victoria International Container Terminal, and TWUSUPER.

**COVER:** Outgoing VTA President Brendan Hopley partnered with the Victorian Minister for Ports, Roads and Road Safety, Luke Donnellan to present the Australian Freight Industry Awards.

The VTA Priority Report is a quarterly publication. We would welcome editorial contributions from industry sources.



# PRESIDENT'S WELCOME

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### THE VTA IS PLEASED TO ACKNOWLEDGE THE FOLLOWING NEW SPONSORS AND MEMBERS

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- HVP Plantations
- Lawson Sideload Services
- Titan Logistics
- TNT Australia
- V12 Company

#### NEW SPONSORS

- Artcraft
- Isotrak
- Neptune
- Thorn Business Finance

#### NEW MEMBERS' NIGHT - PAGE 14

**It has been an honour and a privilege to have served the VTA as President over the past four years and a quite humbling experience that, regretfully, is now drawing to a close.**

When I attended my first Victorian Road Transport Association meeting some 47 years ago I was so pleased and proud to be contributing to this industry. I could never have envisioned that one day I would be head of our wonderful transport association, the VTA.

The past four years of my term of office have elapsed in the blink of an eye and among all of our achievements, challenges and good times, there have also been sad occasions, with some exceptional transport industry figures having passed away.

In recent times, we have lost five industry stalwarts in Matt Nind, a VWMA Chair and VTA Executive Councillor; Terry Considine, a GFC Chair and Daryl Chalmers Award winner; past Presidents and Life Members Lou Arthur and my very dear friend Gavin Murphy; and industry pioneer, Joe Cahill.

I am most indebted to the Murphy family, including Cameron and Angela, for their support during my term as President. As the involvement with the association is time-consuming, you cannot make this commitment without the full support of your employer.

It is with the greatest pride that I reflect on my term as being one of a return to the basics and understanding of what our members require from their association. With more than 800 member companies, the VTA is committed to enhancing the productivity, safety, workforce development and sustainability of our industry.

Industry leadership and advocacy are at the core of our stakeholder engagement. The VTA works with all

levels of government, the industry and unions to achieve mutually beneficial outcomes.

The VTA has continued to advocate, support and work with a huge collective of industry networks, as well as to undertake initiatives that will serve our members and the generations that follow.

We have consulted with TWUSUPER to ensure a fair and equitable superannuation scheme for all industry participants. Initiatives have been rolled out including the VTA Logistics Cadetship, which attracts the best young talent to the transport industry; the VTA Academy, which offers hands-on and relevant training to industry participants, including CoR, fatigue management and pallet management; and the VTA Employee Assistance Program (EAP) - VTA Trans Care. In addition, we have actively promoted the role of Women in the Supply Chain.

We have enjoyed four highly successful Australian Freight Industry Awards nights and VTA State Conferences, organised regional and metropolitan road safety compliance workshops, maintained strong representation on the Ministerial Freight Advisory Council, and we undertook an active role in the Victorian State Government trade mission to China in 2013.

Your association continues to maintain close working relationships with Victoria Police, Worksafe and RACV, and helps to influence positive outcomes with the NTC, NHVR and VicRoads.

Indeed, the VTA and RACV have been persistent in garnering support for the North East "missing link" to connect the Western Ring Road with EastLink and the Eastern Freeway. I am delighted that it has bipartisan political support and is gaining momentum as an Andrews Government project.

The government is proposing to help fund this priority project, other road

infrastructure and its railway level-crossing removal program through the sale of the Port of Melbourne, which was confirmed in September as a \$9.7 billion windfall, with other federal funding being sought through its asset recycling program.

The VTA has addressed and helped influence policy around the Port sale, the North East corridor, Western Distributor, upgrades to the Westgate Bridge and M1, toll charges with Transurban, HPFVs, truck curfews in the inner west, inner north and bayside and we continue to support the need for an East West tunnel.

Throughout my term, the VTA has faced many challenges, among them the overseeing and transitioning from our long-serving CEO Phil Lovel to current office-bearer Peter Anderson. I thank them both for their support and believe that under Peter's leadership, he and his team will continue to carry forth the traditions and commitments established during Phil's period of office, whilst at the same time stamping their own mark amongst members and thus further strengthening the future of the VTA.

I also congratulate Phil and outstanding transport industry advocate Paul Freestone for them having achieved Life Membership honours, recognising their exceptional contributions over many years.

In closing, I am proud that the VTA remains the pre-eminent transport association in Australia. We need to maintain that standing by being innovative, proactive and at the forefront of representation on behalf of our members.

**Brendan Hopley**  
President



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## CEO'S REPORT

# INDUSTRY MUST BACK NEW SAFETY UMPIRE

**As the re-elected Turnbull Coalition Government gets down to business, the fall-out of its abolishment of the Road Safety Remuneration Tribunal (RSRT), and a report from Australian Small Business and Family Enterprise Ombudsman (ASBFEO) Kate Carnell, emphasises the urgent need for a fair and independent safety umpire.**

The election stoush between the Government and the Opposition over the RSRT certainly created headlines and provided a further ideological distinction between the parties, with some voices within the industry weighing in louder than others, either for or against the Tribunal.

For our part, the VTA remained largely neutral in the matter because we took the position that the politicising of the RSRT was becoming an unfortunate sideshow to the important work it was capable of doing, and still needs to be done.

While the VTA supported the intent of the RSRT, which was to set pay and conditions for drivers by making Orders for those covered by the system, approve road transport collective agreements and deal with disputes, there is no question that its second Order was deeply flawed, and a sorely missed opportunity.

It was deservedly shelved.

The same can also be said of the report delivered by Ms Carnell following her inquiry into the effects on small businesses from the RSRT's now defunct Contractor Driver Minimum Payments Order.

Her inquiry preceding the report was based on a limited number of submissions, with only a small number of "truck drivers" participating in the process. Some of the submissions contained untested assertions, and the report even conceded its findings were not based on any factual evidence of the financial effects of the Payments Order.

In November, 2013 the Federal Government commissioned Jaguar Consulting and in June, 2015 it also commissioned Price Waterhouse Coopers (PWC) to review the Road Safety Remuneration System. The outcomes of these reviews were not contemplated by the inquiry.

The suggestion in the report that "tribunals are not appropriate vehicles for developing complex industry-wide regulation that intervenes in market forces", ignores the 112-year history of award-making for employees by the Fair Work Commission (FWC) and its predecessors, including for employee road transport drivers.

The report also claimed that the RSRT Payments Order was discriminatory in only applying to "owner drivers and small family businesses", and not also applying to employee road transport drivers. However, it ignores that minimum pay rates for employee road transport drivers are set by modern awards, with the rates in the RSRT Payments Order being set having regard to the minimum rates in those awards.

Its finding that the application clause of the RSRT Payments Order created uncertainty for "owner drivers" ignored that this was the same clause as that in the 2014 Order, and the draft Payments Order for "owner drivers", with a specific exclusion

for such drivers in the cash-in-transit industry, the waste management industry, wharf and port container work or the oil, fuel and gas sectors.

Notwithstanding its flawed second Order, the RSRT was thorough in its proceedings when determining the Payments Order over a three-year period.

It inspected workplaces, analysed the research of the relationship between remuneration and road safety, conducted independent research of the costs incurred by contractor drivers and appropriate minimum rates, drafted minimum Payments Orders to facilitate consultation with those affected, received evidence from contractor drivers and others in the road transport industry personally or by video conference and telephone calls, received oral and written submissions, and held conciliation conferences and hearings.

The VTA believes that much of the Tribunal's work would have benefited the road transport and logistics industry over the next decade, had it been allowed to continue.

It is critical for the industry that much this important continues, albeit under the auspices of another statutory authority in the National Heavy Vehicle Regulator (NHVR), which has been allocated federal funding for this vital task.

The NHVR, with the tremendous experience and intellect of its personnel, deserves the support of the industry as it takes over the work of the RSRT in setting safe working conditions. It most certainly has the support of the VTA.

**Peter Anderson**  
Chief Executive Officer

**The VTA has come off a particularly busy period preparing for, and delivering, a number of informative and entertaining events, advocating with state and federal governments on key policy, regulatory and infrastructure issues, and working with members to help them improve productivity within their operations.**

This issue of the *Priority Report* addresses much of this work, but it's worth reflecting on a number of activities we have pursued in the recent quarter to advance the interests of our members.

Around 140 members participated in the VTA's annual Port Outlook seminar held at Docklands, which involved Victorian Road Minister Luke Donnellan and eight other industry leaders to discuss the state's ports and channels network. The seminar was especially important in the context of the lease of the Port of Melbourne, and the freeing up of billions of dollars to fund vital infrastructure.

Minister Donnellan outlined how much of this revenue will go towards improving regional roads and access to the port area via the Monash and Tullamarine Freeway widening, the West Gate Distributor project and advancement of the Western Distributor toll road. The VTA used the seminar to call for fairness with respect to tolling on the Western Distributor, if built, so that transport operators aren't unfairly shouldering construction and ongoing maintenance costs.

We also supported regional VTA members with forums in key

Victorian centres, Mildura, Ballarat, Warrnambool and Morwell. Through our work with the Victorian Enforcement Liaison Committee (VELC), the VTA, VicRoads, WorkSafe and the Victoria Police, strive to improve road and workplace safety. With the support of sponsors TWUSUPER and 3M, almost 150 industry members participated in the forums.

The 27th Australian Freight Industry Awards (AFIA) was attended by 700 people, amplifying our members' support, and we congratulate the seven winners on their success. This year we created a new category – the Australian Transport and Logistic Waste Award – to recognise operators' technology that improves sustainability.

The lease of the Port of Melbourne by the Victorian Government for \$9.7 billion was welcomed by the VTA and many in our industry. The VTA will continue to lobby the Victorian Government to reinvest surplus funds from the lease back into the industry through new infrastructure projects and better maintaining our transport assets.

We continue to advocate for the North East Link and believe a meaningful proportion of the port lease proceeds should fund a serious investigation into routing options for the road. With effective bipartisan support for the need for this road, and a \$5 million commitment from the Commonwealth to study routing options, we believe there has never been a better or more opportune time to build this vital connection.

A recent RACV survey of Melbourne's worst areas for congestion confirms the need for the road, with five of the top 10 congestion hotspots in the corridor between the Eastern Freeway at

Bulleen and the M80 Ring Road in Greensborough. This also confirms the VTA's long-held view that discriminatory night curfews on trucks in the area would only make congestion worse during the day. We look forward to Infrastructure Victoria's imminent update to its list of priority projects, and with North East Link in this important registry.

Through our training and education grant awarded in the 2016-17 Victorian Budget, the VTA has developed a sustainable, industry-focused program that will enable new employees to gain the benefits that come from basic knowledge, prescribed direction and skills to work effectively and safely within a transport operation from day one. The program is expected to be rolled out later in the year.

In November, the VTA Executive Council will elect a new President. I personally thank outgoing President Brendan Hopley for his many years of loyal service as a Councillor and President. There has been positive change at the VTA with Brendan steering us through that process. I am pleased that Brendan will remain an active member of the Executive Council, and I look forward to his continued counsel and friendship.

After 16 years on the Council, Andrew Eastick has decided to step away from these duties. Andrew has been a huge contributor to the VTA and the industry for over 30 years, and I acknowledge and thank him for his valued participation.

**Peter Anderson**  
Chief Executive Officer

# VTA COMMITTEE REPORTS



Transport and logistics plays a significant role in the Australian economy. According to a recently released National Transport Commission (NTC) report, the domestic freight task is forecast to grow a further 26 per cent by 2026.

This presents significant challenges and terrific opportunities for our industry, as well as the VTA to effectively represent, advocate for and reinforce the importance and rightful place of our industry.

The VTA has a well-established committee structure and over the past three months we have been working through a process of redefining and reinvigorating the committee framework. A more disciplined and focused approach is also being adopted. Why? The committees play a crucial role in allowing members to actively engage in identifying specific issues and providing valuable actions and solutions.

The committees will play an even greater, more significant role as we confront the ongoing disruptions on business growth, the impact of major infrastructure projects in Victoria and the changes from legislative and technological developments.

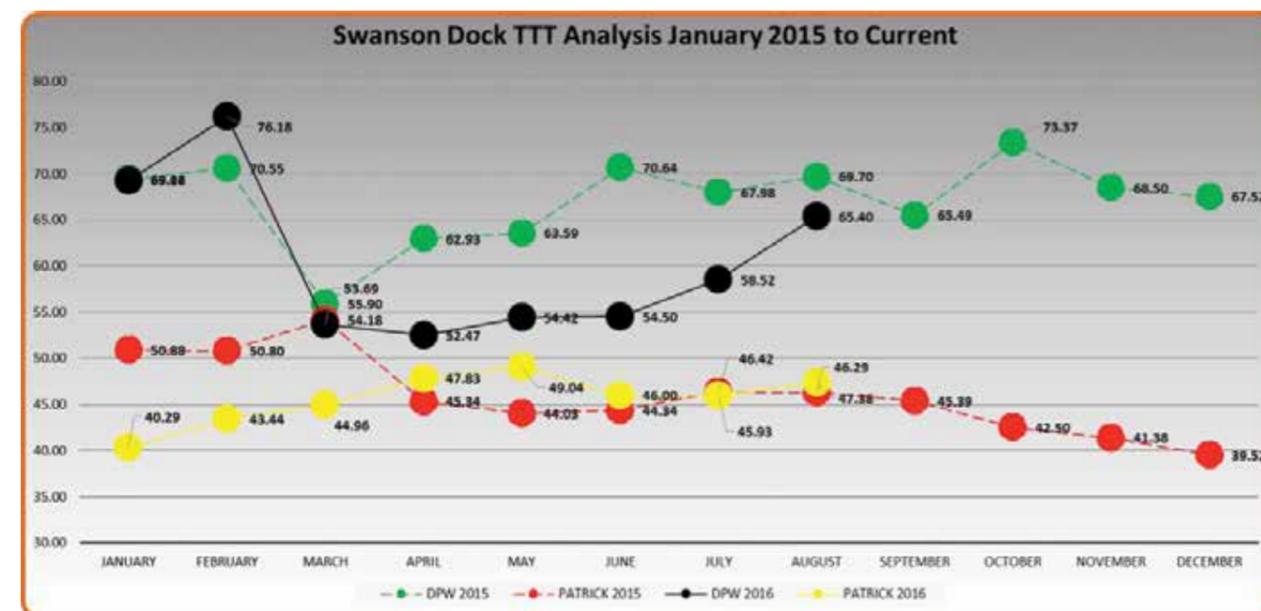
The VTA committees currently include: General Freight Committee; Wharf Carriers Committee and Wharf Carrier Group; Long Distance Committee; Logistics Services Committee; Technology Group and

the People Group. The committees meet quarterly and provide another means to shape VTA policy and direction.

The committee framework also provides the platform to facilitate input into the position to be taken by the VTA to specific issues affecting our industry. It extends to the VTA's involvement in forums, on committees and working groups at national, state, regional and local levels. The input and feedback from the committees also assists in the preparation of submissions to government, government agencies, regulators and other industry bodies.

Participation in these committees and groups is open to all VTA members. We actively and strongly encourage our members to get involved.

Expressions of interest for these committees can be made directly to [greg@vta.com.au](mailto:greg@vta.com.au).



**Greg Cain**  
Industry Services Manager

## Truck Turnaround Times (TTT) Project for Swanson Dock

The Truck Turnaround Times (TTT) Project is an excellent example of the co-operation and engagement demonstrated through one of the committees, and in this case, the Wharf Carrier Group. The TTT outlined in this graph capture data for the 2015/16 calendar year and is a representation of the queuing

times undertaken by transport operators at the Swanson Dock in Port Melbourne.

The VTA will continue to engage with the respective parties on the queuing times, as significant turnaround times may have implications on other compliance

and operational aspects faced by the transport operators.

Source: Truck turnaround times are calculated once arrival at the docks commences through transport operators on-board GPS and in line with their booked collection time.

2015													
Terminal	January	February	March	April	May	June	July	August	September	October	November	December	YTD Ave
West Swanson (DPW)	69.42	70.55	55.90	62.93	63.59	70.64	67.98	69.70	65.49	73.37	68.50	67.52	67.13
East Swanson (Patrick)	50.88	50.80	54.18	45.34	44.03	44.34	46.42	46.29	45.39	42.50	41.38	39.52	45.92
2016													
Terminal	January	February	March	April	May	June	July	August	September	October	November	December	YTD Ave
West Swanson (DPW)	69.26	76.18	53.69	52.47	54.42	54.50	58.52	65.40					60.55
East Swanson (Patrick)	40.29	43.44	44.96	47.83	49.04	46.00	45.93	47.38					45.61

## VTA THANKS ANDREW EASTICK

The VTA Executive Council congratulates and thanks Andrew Eastick for his 16 years of dedicated service to the Council.

Andrew announced recently that he has decided to retire.

Andrew has been a great advocate and representative of the VTA and the transport industry in general for more than 30 years, and has been very active on a number of VTA committees, including the Finance Committee.

Andrew will remain an active member of the VTA and the industry and we wish him every success in his future professional and personal endeavours.

The VTA Executive Council will meet in November to appoint a new President and Council member.



# ENTERPRISE BARGAINING IN THE ROAD TRANSPORT INDUSTRY SINCE 2011



As part of a detailed review of enterprise bargaining in the road transport industry, the VTA has examined and extracted data from Enterprise Bargaining Agreements (EBAs) that have been lodged and were awaiting approval in the FWC system from 2011 to 2016.

This aggregated report is based around bi-monthly reports commencing in August 2011 through to September 2016. The report is structured around year headings, with ‘averages’ for each year – this work is reasonably accurate, but there could be some discrepancies on account of averaging of percentages without reverting back to original numbers. In addition, some of these EBAs could affect 10 people and some in the hundreds, or even thousands of employees and this would obviously skew the figures.

Of around 20 per cent of these EBAs, about 10-12 bi-monthly are examined in each period. It is also important to note that extra superannuation entitlements ranging from 1 per cent to 3 per



cent above the SGC minimum of 9.5 per cent are occasionally included in EBAs.

Further, the average percentages below are indicative of increases agreed, but these numbers can be misleading without knowing what the precise base number that the percentages impact. There are many instances where the rates are between 25 to 35 per cent higher than those specified in the Road Transport and Distribution Award 2010 for the Grade 6 level. In other words, the same percentage on a higher base amount will lead to a higher actual dollar increase.

#CPI is the weighted average of the 8 capital cities from June Quarter 2011 to June Quarter 2016 ^included in these figures are a couple of EBAs based on CPI only and several with minimal/NIL increases.

Unfortunately, there are three periods where no data is available, but the table above provides a reasonably accurate summary of increases over the period from August 2011 to September 2016. In 2011, the increases were in the low to mid fours and they have progressively decreased over time to where they are around the mid ones to low twos this year and going forward through to 2018-19.

For any assistance with enterprise bargaining please contact me on 03 96468590.

All due care and skill has been taken in the preparation of this document, but averaging percentages can create distortions, nevertheless any errors remain the responsibility of the author.

**Paul Ryan**  
VTA Industrial Relations Advisor

Year	February	April	June	August	October	December	EBA Averages	CPI#
2011				4.5%	4.2%	4.5%	4.3%	
2012	4.5%	3.8%	3.9%	3.5%	3.2%	3.8%	3.8%	1.2%
2013	4.4%	4.2%	N/A	3.3%	3.3%	3%	3.7%	2.4%
2014	N/A	N/A	3.2%	3.2%	3.5%	3.2%	3.3%	3%
2015	3.2%	3%	2.8%	3%	3%	3.2%	3%	1.5%
2016	2.3%	2.3%	2.3%	1.4% <sup>^</sup>	1.9% <sup>^</sup>		2.0%	1%

# STATE E-WASTE LANDFILL BAN: OPTIONS PAPER FOR DISCUSSION



The Victorian State Government’s announcement before the last state election of a ban of e-waste to landfill has come another step further with the release of a discussion paper on options to achieve that objective. The paper was recently presented to a meeting of waste and recycling industry representatives.

The paper acknowledges that it is a challenging exercise to achieve because of several issues that are not well addressed in the document, which could expose the waste industry to deal with the waste because the leakage of the material away from the preferred waste/recycle pathways. As difficult and unpalatable as it may be, enforcement for improper disposal needs to be a significant part of the policy.

The discussion paper presents three options: an outright ban, a phased ban focused on the most hazardous materials or a phased ban integrated with current product stewardship of the Commonwealth’s National Television and Computer Recycling Scheme.

The discussion paper looks at the options and suggests what requirements will be necessary to achieve the outcomes. Given that this was an election commitment, it needs to be

treated most seriously and industry needs to be part of the solution. A loud message back from industry is that there needs to be Government support from the landfill levy to address the problems of material having somewhere else to go (but not finding its way into third world breaking yards), if the ban is to have any effect. Prohibiting e-waste to landfill is not going to be effective if there is nowhere else for the material to go.

A cost benefit analysis and regulatory impact statement are to be conducted as part of the investigation, the results of which will be released for further public comment. These are important pieces of work which will be closely examined.

The paper identifies that for a ban to be successful, sufficient convenience needs to be built into the system and alternatives to landfill need to be available. However, there is little detail about how this can be achieved other than building capacity with local government and the waste industry at the front end to collect the material to avoid illegal dumping and stockpiling.

The big unknown in the paper is what happens to the material once it is diverted from landfill. There is an assumption (hope) that increased volumes might drive investment in recovery technologies and markets for the products but the current lack of domestic treatments such as pyrometallurgical processes means that the material will continue to be exported for the foreseeable future to recover the small quantities of the valuable metals present in the circuit boards.

The current problem is that whilst there is community antipathy to “throwing away” any consumer



product past its use by date, there is also a lack of understanding of what the real costs of recovery are or a willingness to pay for proper disposal/recovery.

Unscrupulous dealers may also export the material with its environmental costs to the developing world which is not a preferred outcome.

While, the discussion paper identifies community education as an important tool, no-one is going to stop the community from disposing of the material once they have upgraded their electronics. Enforcing a ban is also likely to be expensive and ultimately self-defeating.

The waste industry is caught in the middle of this debate: supporting a ban will likely lead to material ending up without a viable home whereas arguing against a ban will be seen as the waste industry being negative and anti recycling.

The Government needs to support its decision for an e-waste ban with a substantial public campaign to explain how exactly it will work and funding to achieve its policy aim. Hoping that a solution will just emerge by banning material from landfill is not only wishful thinking but poor economics.

**Andrew Tytherleigh**  
VWMA Executive Officer

# INFRASTRUCTURE STRATEGY FOR THE NEXT THREE DECADES



**It is impossible to predict how Victoria will change over the next 30 years, but we do know that the performance of infrastructure across all sectors will shape our society, economy and environment.**

That is why Infrastructure Victoria has been tasked with creating the state's first 30-year infrastructure

strategy to outline short, medium and long-term infrastructure needs and priorities. It will include a pipeline of recommended projects and significant policy reforms to provide guidance to government and the community, and allow the private sector to plan and make investment decisions.

Developing the strategy is one of our key roles, as well as providing advice to government and publishing research on infrastructure matters.

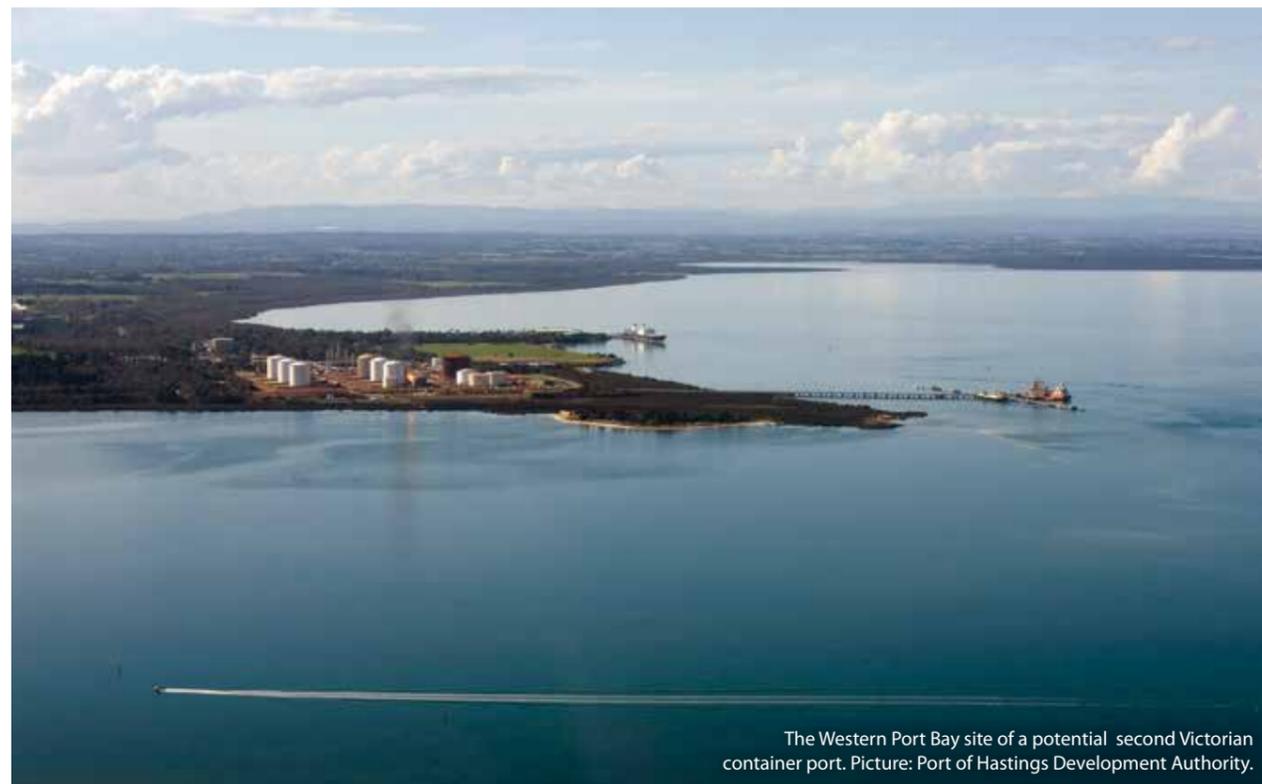
By 2046, Victoria's population is projected to grow from 6.1 million to 9.4 million people. With this growth, freight volumes across Victoria are expected to increase, though demand will be influenced by a number of factors including technological advances and

the consumer shift from goods to services. There is a need to plan ahead for port capacity and address pressures across the freight network to improve transport efficiency.

Featuring prominently in our work are transport projects which aim to meet demand for access to central Melbourne and major employment centres, and improving our freight supply chains.

Infrastructure Victoria will prioritise managing demand and maximising and maintaining existing assets before recommending new-build options.

To progress the 30-year infrastructure strategy, Infrastructure Victoria recently released the options paper *All things considered*, which



The Western Port Bay site of a potential second Victorian container port. Picture: Port of Hastings Development Authority.

## Providing advice on a future container port

*To tackle the issue of Victoria's port capacity, the Victorian government is seeking advice from Infrastructure Victoria on the merits of developing a potential second container port. The advice will include options for the location of this facility, including the Port of Hastings and the Bay West locations. A program of work including technical investigations and community and stakeholder engagement is underway to inform the advice which will be provided to government in May 2017. A discussion paper was released on 2 September and further information is available at [www.yoursay.infrastructurevictoria.com.au](http://www.yoursay.infrastructurevictoria.com.au).*

presented over 200 different options to meet Victoria's infrastructure needs. Several of these options were stacked against the need to improve the efficiency of freight supply chains. Some of these options will not be new to the freight industry. The options presented have drawn on existing plans, as well as examples from other jurisdictions and some of our thinking about how we could address the state's infrastructure needs.

For example, one such option is to deliver the statewide High Productivity Freight Vehicles (HPFV) network, which was outlined in the Victorian Freight and Logistics Plan released in 2013.

Another option put forward in the *All things considered* paper is the

construction of the North East Link between the Eastern Freeway and the M80. This option could improve outer north-south links for road freight movement and improve travel time and reliability, with benefits for both freight and general traffic.

There are a range of other road and rail options in *All things considered* to improve the freight network including construction of the Outer Metropolitan Ring Road, a Port of Melbourne to metropolitan container shuttle, and options requiring further development like driverless freight vehicles and converting the remainder of the regional rail network to standard gauge.

It is important to recognise that these are options, not recommendations. The point of the

*All things considered* paper was to put everything on the table for consideration. We have consulted extensively with stakeholders and the community and have received feedback on objectives, needs and options through a range of channels, including formal submissions, workshops, online surveys and roundtables.

We also held two citizen juries – one in metropolitan Melbourne and one in regional Victoria – who, over six meetings, considered the options and presented their own reports with recommendations for Victoria's infrastructure future. These reports, along with the outcomes of the consultation program, are important inputs into this next phase of the strategy development.

The draft strategy will be released in early October for stakeholder and community feedback and we welcome submissions from the freight and logistics industry.

The final strategy will be presented to parliament by the end of 2016, and the Victorian Government is required to respond to the strategy with a five-year plan outlining its priority major infrastructure projects within 12 months.

Infrastructure Victoria will continue to update the 30-year infrastructure strategy every three to five years, setting the direction for long term infrastructure planning in Victoria.

## Michael Masson

Chief Executive Officer  
Infrastructure Victoria

# NEW MEMBERS' NIGHT



Enjoying the conviviality of the new members' networking night at the Emerald Hotel, South Melbourne, in July were (l-r) Kevin Brunt (*Grays Online*), John Cotter (TWUSUPER), Mark Respondek (*Grays Online*) and Michael Donnelly (*Capital Finance*).



VTA board member David Muir (CC Containers) discussed the success of the night with VTA Vice-President Cameron Dunn (FBT Transwest).



VTA Chief Executive Officer Peter Anderson discussed the transport industry with DP World cadet Demi Djemal.



The VTA's Kevin Halpin (left), Peter Anderson (centre) were joined by representatives of sponsor TWUSUPER (l-r) Matt Licheri, Tony Cuda, Daisy Chiumburu, Amy Horan and John Cotter, along with Transwest FBT's Cameron Dunn (right).

# AUSTRALIAN FREIGHT INDUSTRY LAUDS AWARD WINNERS

More than 700 VTA members and industry representatives celebrated the achievements of the 27th Australian Freight Industry Award winners in early September at the Crown Palladium Ballroom.

Seven winners from six categories were recognised, including a new category that acknowledged the industry's contribution to improving sustainability.

The winners were:

- Nationwide Towing & Transport for 'Investment In People', sponsored by Logical Staffing Solutions;
- Kalari for 'Best Practice Safety', sponsored by Zurich Financial Services Australia;
- Fleet Effect for 'Application of Technology', sponsored by Transport Certification Australia;
- Toxfree Australia and Toll Tasmania for Australian Transport & Logistics Waste;
- Eric Law of DP World Australia for 'Young Achiever Of The Year', sponsored by Viva Energy; and
- John Rowe of Victorian Freight Specialists for 'Personality Of The Year', sponsored by the Victorian Government, Department of Economic Development, Jobs, Transport and Resources.

Guests were treated to a spectacular program of entertainment featuring some of Australia's most sought-after acts, including Daryl Braithwaite, the Jersey Boys Tribute Band and the Matt Hetherington Band.

Special thanks to major sponsors TWUSUPER and Viva Energy Australia for their continued support of the awards, which continue to grow from strength to strength.



Representatives from Nationwide Towing and Transport celebrate receiving their 'Investment In People' award.



Courtney Smith from Fleet Effect (centre) receives the 'Application of Technology' award from (l-r) Peter Anderson, Luke Donnellan, Brendan Hopley and Chris Koniditsiotis.



Tony Burrowes from Toxfree Australia (second right) accepts the 'Australian Transport and Waste Logistics' award from (l-r) Peter Anderson, Luke Donnellan and Brendan Hopley.



Attendees enjoy the chances to catch up with old friends at the dinner.



Australian pop singing stalwart Daryl Braithwaite proved a huge hit with the 700 attendees.



VTA CEO Peter Anderson, Victoria Minister for Ports, Roads & Road Safety Luke Donnellan and VTA President Brendan Hopley.



The Kalari team celebrate winning the 'Best Practice Safety' award.



DP World Australia's Eric Law (centre holding trophy) celebrates receiving the 'Young Achiever of the Year' award with his colleagues.



Representatives from Toll Tasmania were delighted to be a joint winner of the inaugural 'Australian Transport & Logistics Waste' award.



Guests enjoyed pre-dinner refreshments ahead of the AFIA presentations.



Looking forward to the gala evening at Crown Palladium Ballroom were (l-r) Bernie and Damian Ryan (Patrick Terminals), Jenny and David Muir (CC Containers) and Hermione Parsons (Director of the Victoria University Institute for Supply Chain and Logistics).



John Rowe of Victorian Freight Specialists gives his acceptance speech for the 'Personality of the Year' award.



The Jersey Boys Tribute Band get the guests up on the dance floor with their energetic performance.

## AFIA WINNERS CELEBRATE FROM ON HIGH



Amy Horan, representing TWUSUPER as the major sponsor of the AFIA, at the winners' celebration lunch.

Winners of the coveted Australian Freight Industry Awards were treated to a bird's eye view of Melbourne from the 89th floor of the Eureka Tower at the annual AFIA Winner's Lunch, held a few weeks after the awards presentation.

In what has become a VTA tradition, award winners and sponsors of the AFIA's experienced a great lunch and the chance to reflect on their achievements at one of Melbourne's most popular tourist destinations.



VTA Chief Executive Officer Peter Anderson welcomed guests to the lunch.

The National Transport Commission once again sponsored the lunch, which was attended by individual award winners and their guests, AFIA major sponsor TWUSUPER and Viva Energy Australia and category sponsor representatives, and of course, VTA CEO Peter Anderson and President Brendan Hopley.

The annual event is a great way for winners to reflect on their achievements and reminisce with sponsors and VTA executives on the Gala Dinner presentation.

For a full wrap up of the AFIA's, see story and pictures on page 15.



Luncheon guests had a breathtaking view of Melbourne and their height from the ground on the glass floored The Edge at Eureka Tower.



The Chairman of the National Transport Commission, David Anderson addressed the guests at the AFIA winners' lunch.

# VTA EVENTS CALENDAR 2016

Following is a list of programmed VTA events for 2016. We encourage members to participate.

**November**  
09 (Wed)  
Freight Outlook 2016  
Carlton Brewhouse, Abbotsford

**November**  
14 (Mon)  
TWUSUPER Golf Day  
Commonwealth Golf Club, South Oakleigh

**December**  
02 (Fri)  
Christmas Lunch  
MCG, Jolimont

## VTA HOSTS FREIGHT OUTLOOK 2016

Registration is now open for Freight Outlook 2016, the final seminar of the VTA's Outlook series exploring significant issues impacting the industry.

Under the theme of The Future Freight Challenge: Improving Productivity, Freight Outlook 2016 will bring together a range of interesting and high profile speakers to examine how operators can improve their productivity and competitiveness in responding to the future freight task, with a focus on people, infrastructure and technology.

Victorian Parliamentary Secretary for Treasury and Finance Daniel Mulino will open the seminar, providing a perspective on how the Victorian Government is helping to improve operator productivity and performance.

Other speakers include TWU National Secretary Tony Sheldon, Transport Certification Australia General Manager Operations Paul Corkill, ARRB Team Leader - Freight & Heavy Vehicles Anthony Germanchev, National Transport Commission Project Director Compliance & Technology



Victorian Parliamentary Secretary for Treasury and Finance Daniel Mulino

Marcus Burke, Vawdrey National and Wakefield Transport General Manager Ken Wakefield, with other speakers to be confirmed.

The seminar will be held at the Carlton Brewhouse on Wednesday 9 November from 7.30am to 2.00pm.

Registration includes a light breakfast, morning tea and lunch, as well as an optional tour of the historic Carlton & United Breweries, between 2.30pm and 3.30pm.

Tour numbers are limited to the first 50 so register early at [www.vta.com.au](http://www.vta.com.au) to avoid disappointment.

# REGIONAL FORUMS STRESS NIGHT SAFETY

The VTA engaged with regional Victorian members as part of its participation on the Victorian Enforcement Liaison Committee, taking a Safety at Night message on a roadshow to key rural centres.

Together with the Victoria Police, WorkSafe and VicRoads, and with the support of sponsors TWUSUPER and 3M, the VTA organised four free forums in Mildura, Ballarat, Warrnambool and Morwell to discuss the importance of Safety at Night with rural freight operators, and provide an update on statistics and other pertinent safety information for the benefit of participants.

Around 40 members attended each of the four forums, making it a very worthwhile opportunity to engage with regional VTA members.

The Victorian Enforcement Liaison Committee is one of many independent groups with which the VTA is active to advocate on road and workplace safety issues.



Attendees at the Ballarat event.



Victorian Enforcement Liaison Committee members (l-r) Shanti Jayamanne (WorkSafe), Sgt Allan Tickner (Victoria Police), Peter Anderson (VTA) and Eric Henderson (VicRoads).



More than 40 people attended each of the four forums in Mildura (pictured) and Ballarat (above). The remaining two forums were in Warrnambool and Morwell.

# VTA MAKES CASE FOR FAIR TOLLS AT PORT OUTLOOK 2016

The VTA encouraged Transurban and the Victorian Government to apply a reasonable fairness test in relation to tolls and heavy vehicles in the inner west regarding the proposed Western Distributor at its annual Port Outlook seminar.

More than 130 delegates attended the day-long event held at Docklands, which VTA CEO Peter Anderson used to reinforce the importance of port access reliability and certainty of VTA members and operators in general.

In a wide-ranging address, Peter said looming barriers remain in relation to the port.

“Chief among these is a concerning rise in opposition to trucks and heavy vehicles in communities near the port, and across the community in general.

“Unfortunately it seems that as construction of the West Gate Distributor and the Western Distributor start to take shape, there are amplified calls for more curfews and bans on heavy vehicles that service the port,” he said.



More than 130 delegates attended this year's Port Outlook seminar.

The VTA works constructively with community groups to address their concerns about heavy vehicle movements. In the past, structured dialogue with these groups has helped to overcome these concerns, however many groups fail to acknowledge that heavy vehicles servicing the port are vital for strengthening our economy.

The proposed Western Distributor toll road and the West Gate Distributor will help to create better and more direct access to the port, and are vital for getting heavy

vehicles off local roads and onto the larger freeways, where they belong.

The VTA is in discussion with Transurban about a fair tolling regime on the Western Distributor that will attract trucks and heavy vehicles to the road.

This is especially important in the context of recent heightened calls for permanent bans on trucks because it is hardly fair to slam an unfair toll on a heavy vehicle when there are literally no alternatives.

Port Outlook featured a range of high profile industry speakers, including Victorian Roads Minister Luke Donnellan, Port of Melbourne Corporation's Tony Murphy, DP World Australia's Max Kruse, and the Port of Hastings' Malcolm Geier. Delegates were treated to a boat tour of the Port of Melbourne following the seminar.

The 2016 VTA Outlook series concludes with Freight Outlook on November 9, which features Victorian Parliamentary Secretary for Treasury and Finance, Daniel Mulino (see page 20 for details).



Delegates enjoy the boat tour around the Port of Melbourne as part of the event.

# FREIGHTER EVOLVES THE T-LINER

As the Australian road transport leader since 1946, Freighter was proud to announce in August the release of a new trailer model, the 'T-Liner® MARK II'.

As the Australian road transport leader since 1946, Freighter was proud to announce in August the release of a new trailer model, the 'T-Liner® MARK II'.

This model is a step-change evolution to the widely used curtain sided trailer, featuring less than one-third as many buckles while maintaining the same equivalent vertical curtain tension.

Among the advantages of the MARK II is the decrease in the number of buckles on a traditional T-Liner from 22 down to six, saving time and limiting the risk of repetitive strain injuries and thus, improving work health and safety. Fewer buckles results in operators spending less time opening and closing curtains.

Operators can save up to 10 minutes per drop, which is a significant productivity gain without the need for an additional investment into

automation.

The T-Liner MARK II borrows ideas from a number of proven Freighter innovations to create a safer, more efficient trailer at an affordable price.

Previously, it hasn't been possible to reduce the number of buckles on a curtain without loss of vertical tension, which is vital to ensuring the curtains stay safely closed and don't flap in the breeze when in transit.

The use of Freighter's proven 'curtain arc technology' spreads the vertical tension out evenly over the width of the curtain, making what was previously impossible possible. This technology involves a high strength nylon rope running through a series of arcs at the bottom of the curtain to create vertical tension quickly, simply and reliably.

The curtain arcs are only one piece of the puzzle, however. In order to create adequate tension with less than one-third of the buckles, Freighter created a new 'high force' buckle. Higher tightening forces are achieved via a new buckle mechanism specifically designed for the T-Liner MARK II, while the unique strap fastening point on the tie-rail also gives the buckle extra leverage.



Mario Colosimo, General Manager of Freighter.

A further advancement in the buckle is the inclusion of a non-slip clamp which ensures the high forces that the buckle produces are held in place while in transit. Freighter is so pleased with this non-slip feature that it plans to upgrade its standard buckle design across its entire range.

The non-slip feature is included on the T-Liner MARK II buckle now, and will be added to existing T-Liner, Insuliner, Load Hold and AutoHold models by the end of 2016.

The T-Liner MARK II incorporates a number of patented and patent pending features. It is the culmination of a series of rolling upgrades to the Freighter range over the past 18 months that have included a two-piece roof rail, easy-glide curtain rollers and two new load restraint gate options.

Freighter is committed to taking the next step in furthering safety and productivity within its trailer designs and the T-Liner MARK II typifies that mantra.

**Mario Colosimo**  
General Manager - Freighter



The new T-Liner MARK II from Freighter.

# NEW TERMINAL TO ADOPT AN OPEN SLOT BOOKING SYSTEM



**Tony Desira**  
Victoria International Container Terminal (VICT) Operations Manager

The introduction of the Vehicle Booking System (VBS) in the Port of Melbourne in the 1990s brought about something of a paradigm shift in thinking about the booking of time slots for trucks moving into and out of the container terminals at Swanson Dock.

The thinking behind the move was to streamline the booking process and to reduce the queue of trucks laying idle outside the dock gates, therefore introducing discipline and order into that part of the supply chain.

However, even with the best intentions of introducing much-needed efficiencies into a once chaotic "first-come-first-served" system, the reality was that when a vessel was berthed, the landside carriers continued to play second fiddle to the vessel operators.

Management at the new Victoria International Container Terminal

(VICT), currently under construction at Webb Dock East and due to open at the end of the year, is conscious of these issues and has set about addressing them through optimising efficiencies in the supply chain and engaging with the landside community.

The fully automated terminal is already at an advanced stage of development with ship-to-shore cranes lining the Webb Dock horizon as Automated Container Carriers (ACCs), usually known as straddle carriers, constantly practice container moves. When completed, VICT will be one of the most technologically advanced container terminals in the world and doubtless a template for things to come elsewhere on the Australian waterfront.

Once operational, the terminal will accommodate two-way running and direct empty returns, allowing carriers to plan for single visits, which provide a combined drop-off and pick-up of containers. Unprecedented levels of cargo information will be made available to transport carriers by VICT to make better use of their fleet and will make operations more seamless and efficient. This system provides carriers with more choice, a few days in advance of available booking slots, allowing them ample time to

coordinate and ensure that each vehicle's trip, both to and from the terminal, has containers on board (laden and empties).

Importantly, by providing off-peak slots, daytime traffic congestion on Melbourne's roads should ease and allow carriers the option of avoiding slower daytime slots.

VICT has gained positive confirmation from the transport industry that HPFVs would be better utilised running off-peak. This will enable the larger carriers that have their own staging yards to pre-plan for the next day, allowing them to downsize into a smaller truck during busy daytime running hours.

The current logistics environment is clearly weighted to facilitating daytime work to try and coincide with the normal business hours of ECPs and Distribution Centres. Due to VICT's truly 24/7 operations, transport carriers will be able to optimise the use of off-peak slots, helping ease congestion on Melbourne's busy roads.

This more open system means that no matter whether you are big or small, provided you are efficient and have got genuine business, smaller carriers have as much likelihood of getting a timeslot as the larger carriers.



Cranes arrive at the Victoria International Container Terminal at Webb Dock East.

# TWUSUPER DELIVERS SOLID RESULTS DESPITE TOUGH MARKETS



**TWUSUPER has declared its annual investment returns for the financial year to 30 June 2016.**

And despite investment markets being some of the toughest seen since the GFC, TWUSUPER's investment performance is highly competitive when compared to a range of well-known industry and retail super funds.

Over the year to 30 June 2016, TWUSUPER's Balanced (MySuper) investment option (the default investment option) returned 3.05 per cent (net of fees, investment expenses and taxes).

Longer term returns have also been strong – since inception (July 1988 through to 30 June 2016), the Fund's

Balanced (MySuper) investment option has returned 7.22 per cent per annum.

## Tough investment markets during 2016

Continuing low interest rates were a major feature of investment markets during the year as central banks around the world tried to encourage economic growth.

Australian interest rates finished the year at a record low of 1.75 per cent. The US Federal Reserve raised interest rates for the first time in nine years, albeit from a record low of 0.25 per cent to a still very low 0.50 per cent. Meanwhile, the Bank of Japan resorted to negative interest rates to help stimulate the economy.

Despite the best efforts of central

banks however, economic growth around the world remained subdued.

Volatility was another major feature of investment markets and was at its peak during August 2015, as investors became worried about a slowing Chinese economy and the impact of falling commodity prices on key emerging markets.

Australia's sharemarket (as recorded by the S&P/ASX300 Index) recorded a modest 0.9 per cent gain. The best performing companies were those with sustainable and attractive dividends, such as listed property trusts. Mining and energy companies underperformed.

Global equities (as recorded by the MSCI World ex-Australia Index) fell 0.8 per cent on a hedged basis (in Australian dollars), slightly below unhedged returns of 1.0 per cent due to a slight depreciation in the Australian dollar, particularly against the US dollar.

TWUSUPER has delivered above average returns over the past 10 years, and offers different investment options to suit different people.

If you require more information about TWUSUPER's investment options, call 1800 241 877 from 8am to 8pm (AEST/AEDT) weekdays.

## Investment returns

Period to 30 June 2016	Super members % pa			Pension members % pa		
	Cash Plus	Balanced (MySuper)	Equity Plus	Cash Plus	Balanced	Equity Plus
1 year	1.81	3.05	3.13	2.17	3.45	3.59
3 years	2.03	8.16	9.70	2.45	9.13	10.91
5 years	2.71	8.17	9.35	3.20	9.24	10.65
10 years	3.71	5.17	5.16	4.40	5.99	6.05

The VTA thanks the continued support of our members, sponsors and supporters that enables us to continue to work on behalf of our members. The VTA encourages the use of these companies and their services wherever possible and remember to mention you're a VTA member.



To run a successful organisation, you need the right support. Like a partner who challenges conventional thinking to give you the edge. At Optus, we team up with best-of-breed suppliers to provide tailored solutions for freight, distribution, and logistics clients – covering everything from mobility to the next generation networks. So whatever your business goals, talk to our team. We'll work behind the scenes to help you stay out in front.

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**Stanley Samuel on 0422 866 265**  
**Email: Stanley.samuel@optus.com.au**



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- Make sure you're SuperStream compliant
- Set up SCH Online\* - an online clearing house you can access free of charge to pay all employees' super with a single login and one payment
- With any queries you have
- Provide workplace education to your employees about super and retirement at no extra cost
- Join TWUSUPER online

**Find out more at [twusuper.com.au/employers](http://twusuper.com.au/employers).**  
**Amy Horan, National Business Relationship Manager, is available on 0447 111 618 to answer your queries.**

\*SCH Online is a financial product operated by The Superannuation Clearing House Pty Limited (Authorised Representative Number 290290) (TSCH), an authorised representative of Pacific Custodians Pty Limited (Australian Financial Services Licence Number 295142) (Pacific Custodians).

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The RSM Group is a licensed General Insurance Broker founded in Victoria in 1983.

With a focus on Transport and Logistics, RSM has evolved into one of Australia's most dynamic independent insurance broking houses in the industry. As a VTA Alliance Partner for over 10 years, RSM have a vast and in depth understanding of the issues members are continually confronted with. RSM is an enthusiastic professional team with a wide range of specialised industry knowledge that ensures you get the best advice on all your insurance and risk related inquiries.

**Call Greg Young on 1300 786 806 to see how RSM can help you.**



Shell is extremely proud to have been part of commercial road transport's (CRT) remarkable journey over more than 100 years and is looking forward to being an integral part of the CRT Industry into the future.

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**Contact Peter Johansson on (03) 9940 6489 or [peter.johansson@zurich.com.au](mailto:peter.johansson@zurich.com.au)**

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- Only Agent authorised in Victoria, New South Wales and South Australia

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For more than 20 years, GraysOnline has been providing specialist services to the Australian transport industry. As part of Grays e-Commerce Group, Australia's largest listed eCommerce company, we have offices around Australia and a team of industry experts, qualified valuers and auctioneers who provide expertise in valuing transport and related assets and managing total project solutions for the realisation of trucks, trailers and related equipment. Over the years, we have acted for many of Australia's major transport corporations, as well as a wide range of private operators, contractors, lease hire companies, leading insolvency practitioners and financiers. We offer a wide range of disposal options including private treaty negotiations, tenders, online auctions via [www.graysonline.com](http://www.graysonline.com) or traditional on-site auctions. To find out how we can unlock value from your transport equipment, please contact: **Contact Kevin Brunt on 0458 706 076 ([kevin.brunt@grays.com.au](mailto:kevin.brunt@grays.com.au)) or Mark Respondek on 0439 383 095 ([mark.respondek@grays.com.au](mailto:mark.respondek@grays.com.au))**



Seeing Machines is a world leader in the development of computer vision-related technologies that help machines understand people by tracking and interpreting human faces and eyes.

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Fleet Effect recognises the complexity of meeting Chain of Responsibility (CoR) obligations for the road freight industry, as we have spent many years developing a fully integrated "Best Practice" solution for paperless NHVAS fatigue, mass, and maintenance, as well as multi-zone speed management. Our solution combines engine integrated telematics GPS, our Hermes in-cabin mobility platform running on any operating system, including BYOD devices, and our Argus Cloud-based back office environment that provides all the necessary information for the day to day paperless compliance and productivity management of a fleet. Presenting compliance and productivity performance in KPI reports and dashboards is provided by our Business Intelligence platform Analytics, while we fully integrate into SAP, DMS and Translogix Sapphire ERP/TMS systems for maintenance, jobs and CRM. Please contact John Tsoucalas on 0419 588 095 or [john.tsoucalas@fleeteffect.com](mailto:john.tsoucalas@fleeteffect.com) for a free fleet operations analysis of compliance and paper flows. **Contact John Tsoucalas on 0419 588 095 or [john.tsoucalas@fleeteffect.com.au](mailto:john.tsoucalas@fleeteffect.com.au)**



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- Intellectual Property
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- Property and Construction
- Taxation and Revenue
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**Contact Madgwicks on 03 9242 4744 or [madgwicks@madgwicks.com](mailto:madgwicks@madgwicks.com)**

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Over its 25-year history, Matthews Steer accountants and advisors has developed a strong passion for the transport and logistics industry, providing tax and business services to numerous players of various sizes within the industry. The Matthews Steer team of 45 has built its reputation as trusted, reliable, knowledgeable advisors. Our remit extends far beyond traditional accounting services. We are business development innovators, dedicated to helping local businesses achieve strategic, results-driven evolution. At Matthews Steer your results are our focus. We are dedicated to helping you achieve personal and business success. Our long term association with the VTA has positioned us to strengthen networks and education relevant to the industry and continually add value to our clients.

**Please contact Adrian Misiano on 03 9325 6300 for a free, no obligation two-hour consultation (valued at \$840) to add resilience to your business.**



Cummings Flavel McCormack chartered accountants deliver the highest quality in specialist taxation, accounting and audit services to owner-operated businesses. We provide the expertise that you would expect to receive from a large firm at a significantly lower price. You will be provided with commercially oriented business advice that solves your business issues, increases profits, and helps you achieve your financial and personal goals.

With more than 15 years' association with the VTA and its members, we have extensive experience in this industry assisting numerous transport and logistic clients with value-adding specialist knowledge. We offer a free one hour consultation so you can see if we can help your business meet its objectives.

**To find out more about our services to the transport industry, the VTA and VWMA, please contact Greg Hudswell direct on 03 9252 0800. Website: [www.mtatravel.com.au/bcarr](http://www.mtatravel.com.au/bcarr)**



Neptune Managed Services is a professional ICT services company delivering comprehensive outsourced IT & communications solutions. We provide specialised advice and consulting, project management and outsourced professional services, a National Service Desk, a National Response Centre, security infrastructure, audit compliance, validation services, and cloud and data centre solutions. Our solutions will support your IT requirements, secure and protect your data, strengthen your controls, reduce your exposure to risk, help you comply with regulations and improve your communications – so that you can focus on your business. We would value the opportunity to discuss your specific IT requirements and determine how we can best assist you to achieve your goals.

**Contact Geoff Bentley at [gbentley@neptuneservices.com.au](mailto:gbentley@neptuneservices.com.au) or on 0408 991 641 Website: [www.neptuneservices.com.au](http://www.neptuneservices.com.au)**



sgfleet is an industry leader in asset management and fleet leasing solutions with over 25 years of experience and 80,000 units under management. Services include:

- Finance, novated and operating leases.
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Funding options cover the broad spectrum of:

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- Fixed payments, flexible lease options and improved cash flow
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**Contact Cameron McClure on 03 8480 1300 Email: [cmclure@sgfleet.com](mailto:cmclure@sgfleet.com)**



Victorian International Container Terminal (VICT) has been appointed to design, construct and operate the Port of Melbourne's new international container terminal at Webb Dock East, and opens for business at the end of 2016. Engineered for the future, VICT's focus is on efficiency and delivering high standards of customer service. Integrating the most advanced technologies, VICT will deliver a leading global standard in modern container terminal design, innovation and operations. From the terminal entry gate to the quayside, VICT will be one of the safest, most sustainable, fully automated container terminals in the world. VICT is owned by International Container Terminal Services, Incorporated (ICTSI), a global container terminal operator headquartered in Manila, Philippines, with a portfolio of 30 terminals throughout 20 countries.

**Email Claire Jordan-Whillans at [cjwhillans@vict.com.au](mailto:cjwhillans@vict.com.au) or call on 03 8672 3284 Website: [www.vict.com.au](http://www.vict.com.au)**



Whitelion is a charity established more than 17 years ago to fill a desperate need in support of youth in the community. The charity opens doors to opportunities, positive relationships and community connections for youth at risk aged between 10 to 25 years old, with practical support such as mentoring programs, education and employment.

Whitelion helps young people find the courage to seek a better future and aims to break the cycle of substance abuse, criminal activity and incarceration by providing young people at risk with opportunities to make links and build relationships with the community with education and employment opportunities.

**Contact 03 8354 0811 [www.whitelion.org.au](http://www.whitelion.org.au)**



At National Transport Insurance (NTI) we understand the devastating effects for truck operators involved in serious road incidents and we have seen those impacts from shocking damage to vehicles, drivers suffering from shock and trauma and, more distressingly, their injuries or fatalities.

At these times, when people are at their most vulnerable, it is critical that they have immediate support from a strong, stable, reliable, and experienced organisation. An organisation with the equipment, networks and know-how to take control of the situation; and the capability to reduce lost income by getting trucks back on the road as soon as possible.

Truck insurance is what we do. It is our speciality and we have been doing it for more than 40 years.

**Contact Renzo Antidormi on 03 9860 5605 Email: [renzoantidormi@nti.com.au](mailto:renzoantidormi@nti.com.au)**



**PRIME CREATIVE media**

As leading integrated marketing communications specialist with a passion for the commercial road transport industry, Prime Creative Media is the largest independently owned business-to-business publisher in Australia.

Our mastheads are proven industry-best, multi-channel communications platforms, integrating print & digital media with events.

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Our platforms connect organisations with industry decision-makers, and our editorial team provides key market knowledge and intelligence, as trusted advisors to the industries we serve.

**Contact 03 9690 8766 [www.primecreativemedia.com.au](http://www.primecreativemedia.com.au)**



The Safety Tracker application is an easy to use smart device app. and 'cloud' based software application that automates some components of the capturing, reporting and the tracking of internal workplace health and safety (WHS), and quality data. The smart device app. acts as a gateway to the 'cloud' based software and allows workplace incidents, hazard and quality non-conformances, including photographs and GPS data, to be initially captured on a smart device and then uploaded to the 'cloud' based software.

Ultimately, the Safety Tracker application improves the efficiency of WHS and quality management, reduces costs associated with poor WHS and quality management, and helps create a safer workplace.

**T: 1300 367 049 E: [enquiries@safetytracker.net.au](mailto:enquiries@safetytracker.net.au) W: [www.safetytracker.net.au](http://www.safetytracker.net.au)**



As part of its role with VTA it is supplying back to the industry an Injury and OHS Assist Program – uniquely designed by the company for the Association to assist members lower the cost of workplace injuries. Members who join this free program receive significant benefits in terms of free services and discounts on its rates.

**For more information contact Karen Kastledine on 1300 788 953 or email [kmc@workoptions.com.au](mailto:kmc@workoptions.com.au) or visit [www.workoptions.com.au](http://www.workoptions.com.au)**



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**PROMOTE YOUR PRODUCTS OR SERVICES TO OUR INDUSTRY**

For information on how your business can become a supporter of the industry, contact VTA Relationship Manager Kevin Halpin on 03 9646 8590 or email to: [kevin@vta.com.au](mailto:kevin@vta.com.au)



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