



# priorityreport



## AFIA VIRTUAL SPECTACLE

See PAGE 18

Containers secured for bushfire burdened families  
**PAGE 6**



Supply chain vital towards sustaining our lifestyle  
**PAGE 15**



Viva Energy role in prototype wrapper  
**PAGE 22**





# Behind the people who keep Australia moving

Everything we do, every day, relies on the people who literally keep Australia moving. From the fresh food in our supermarkets, to the petrol in our cars, from the school bus, to the train you catch to work, even your holiday travel. None of it would happen without transport workers.

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## CONTRIBUTORS

Viva Energy Australia.

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

COVER: Peter Smith (SCT Logistics) was announced as Personality of the Year at the Australian Freight Industry Awards.

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

- ATT Logistics
- Benworth Transport Pty Ltd
- Borchtrans
- Boyles Livestock Transport Pty Ltd
- Bradys Truck & Automotive
- Elliot Haulage Pty Ltd
- Matthews Petroleum
- OnTime Group Pty Ltd
- Patons Transport
- Ryans Management
- Sahib Transport Pty Ltd
- Tamden Refrigerated Transport
- The PSA Group
- V-Aus Trans
- Wattsinfranc Pty Ltd
- Wheadons Transport

## VTA LAUNCHES MENTAL HEALTH PROGRAM

**There is a growing awareness within the transport and logistics industry of the risks and complexities of mental health and wellbeing within the workplace.**

One in five Australians are affected by mental illness, yet many individuals do not seek help because of the perceived stigma associated with mental ill-health and other related issues. Three million people experience anxiety and depression every year in Australia and even the most resilient person can be affected by stress related to their work, along with other life challenges.

Work-related stress and associated

mental health problems are a major concern for the transport and logistics (T&L) industry with 17 per cent of transportation industry workers reporting that factors within their workplace resulted in them developing a mental health condition, the fifth highest instance across all industries.

Mental ill-health affects not only the health and wellbeing of employees, but also the productivity of operators. By addressing these issues, evidence suggests that there is a 280 per cent return on investment specific to the transportation industry compared to an average return of 230 per cent.

The VTA HeadFit BusinessFit Program is designed to effectively drive change

and significantly improve the mental health and wellbeing across the Victorian T&L industry.

The scope of the Program involves a HeadFit survey (all employees), a BusinessFit Risk Profile (a desktop documentation review and key stakeholder interviews), an executive handover and action plan, advisory support for workplace intervention, a post-intervention workforce HeadFit survey and actions summary.

To assist in achieving the above, the VTA has engaged the professional services of Gallagher Workplace Risk. The VTA is facilitating and managing the program for eight organisations across Melbourne and regional Victoria.

For more detail, please contact, Greg Cain, Industry Services Manager at the VTA on 96468590 or greg@vta.com.au.

# PRESIDENT'S WELCOME



**Welcome to the Winter 2021 issue of Priority Report, where we provide a comprehensive update of the Association's advocacy and engagement efforts on behalf of our members and the freight and logistics industry.**

At the time of my last report on these pages, Melbourne was on the verge of entering what was to become – at the time – the longest forced lockdown of any major jurisdiction in the world. That lockdown, together with sporadic disruptions this year brought about by COVID outbreaks, completely upended the VTA's events schedule, with most activities and events cancelled or postponed. It also unleashed massive havoc on the activities of individuals, families, and businesses which will take a long time to recover from.

Like most businesses, the VTA reverted to working from home. But I'm pleased that restrictions like that did not prevent the VTA from successfully engaging with stakeholders on behalf of members and the industry, which led to many achievements and outcomes that have kept supply chains functional and borders open to freight.

The VTA Secretariat has worked tirelessly over the past 12 months to keep our industry sustainable and productive, despite COVID restrictions and less than favourable trading restrictions. We were an integral part of the Victorian Government's response to COVID, advising key ministers

and bureaucrats to create regulatory and legislative settings that would enable freight to continue moving unimpeded.

Throughout all this, our members and their staff have performed remarkably well. The freight industry has operated incredibly safely throughout the pandemic and has become a role model for how to operate a COVID Safe business. There have been remarkably small transmission rates of COVID from our industry sector, which reflects incredibly well on the men and women who have put themselves at risk to keep our supply chains moving. These same men and women are now leading our response to COVID by transporting vaccines around the country, and we thank them for the important work they are doing to get us back on track.

For all the COVID disruptions, the VTA has maintained a laser-like focus on the myriad issues impacting our industry.

Improving road safety for all users has long been a focus of the VTA. Whether advocating for legislative changes, promoting a road safety message through the media and our communications, or raising standards of driver education and training, the VTA has truly made Victoria's roads a safer place.

Particular mention should go to the VTA HeadFit, BusinessFit program which is designed to effectively drive change and significantly improve the mental health and wellbeing across the Victorian transport and logistics industry. After facing some challenges due to the pandemic, this pioneering

program is now fully developed and being implemented into specific transport companies.

National heavy vehicle law, licensing reform, and best practice training and skills have also benefitted from our advocacy, which I encourage you to read about in these pages.

I look forward to being able to reconnect in person with members over the months ahead, with encouraging signs of less restrictive meeting conditions that will make much loved events like the Australian Freight Industry Awards, President's Dinner, golf days and other initiatives possible.

## **Mike Lean**

President



# CONTAINERS SECURED FOR BUSHFIRE BURDENED FAMILIES



VTA Chief Executive Officer Peter Anderson addresses the group gathered to acknowledge the Bushfire Recovery Victoria Project 2020.

**Gippsland and north-east Victorian families who lost their homes during last year’s devastating bushfires are on the road to rebuilding with the support and generosity of the transport and logistics industry.**

Through an initiative led by the Victorian Transport Association, in conjunction with stevedore Victoria International Container Terminal and Bushfire Recovery Victoria, more than 20 shipping containers were supplied and transported so that those Victorians having to rebuild could store materials safely and securely on-site.

VTA Chief Executive Officer Peter Anderson said the Association was overwhelmed by offers from members and transport companies to provide drivers, prime-movers and side-loaders to deliver the containers.

“Thanks to the generosity of many of our members, we arranged for well over 20 shipping containers to be delivered as far away as Mallacoota in the far east of the state so that families who are in the process of rebuilding could store material

safely on-site,” Mr Anderson said.

“Their provision of equipment, labour and fuel to transport these containers represents a significant investment of time and resources and we appreciate the immense show of support from these operators for their fellow Victorians.

“We also appreciate the generosity of VICT which donated the containers, as well as Bushfire Recovery Victoria which helped connect us with the families in eastern Victoria that were in dire need of containers to securely store building materials and personal effects during reconstruction,” he said.

Mr Anderson thanked DSN Transport, Cahills Transport, Freestones, Secon Logistics, Nationwide Towing, Buchan Towing and Tasman Logistics and their many professional drivers for supporting the initiative.

VICT Chief Executive Officer Tim Vancampen said the company is proud to have been working with the VTA and Bushfire Recovery Victoria in providing containers to the bushfire affected communities.

“The donated containers will



Leading the presentation acknowledgments at the Bushfire Recovery Project 2020 luncheon were (L-R) Tim Vancampen (VICT), Peter Anderson (VTA) and Patrick Chan (VICT).



In discussion at the VTA offices for the Bushfire Recovery Victoria Project 2020 were (L-R) Marc Hinch, Peter Anderson, Robert Watts and Danny Keohane.



VTA Chief Executive Peter Anderson (second right) made a presentation to Nationwide Towing and Transport representatives (R-L) Samantha Re, Lennie Jerliu and David Favris.

hopefully assist the families that have been heavily impacted and provide them with storage while they rebuild their homes and properties. The bushfires were devastating for all involved and this donation is the least we can do to assist and support the communities to rebuild,” Mr Vancampen said.

Tasman Logistics Chief Executive Officer Ivan Vanis added: “We are very pleased to partner with the VTA and associated members to assist our extended communities in their time of need - this is what Australia is about.”

# CEO'S REPORT



**It's been some time since I've had the opportunity to report on the activities of the VTA in Priority Report, however members and the broader freight and logistics industry have been kept well aware of our advocacy work through the many other channels we engage with stakeholders.**

Within these pages of the magazine, I'm pleased to share not only an update of our outreach efforts on behalf of the industry, as well as some fantastic images and stories from recent events, after a regrettable but necessary hiatus from in-person gatherings.

Can I begin by reiterating the Association's sincere and heartfelt thanks to our member operators and sponsors for continuing their relationship with the VTA during these challenging times. Whilst much of the freight industry has fortunately been spared much of the financial hardship endured by others, it is understandable that many businesses would choose to preserve their cash flow and avoid expenditure where possible.

I'm pleased to report that we have had growth in both our membership and sponsorship during COVID, which demonstrates the significant value we are able to offer our members and associate members. This has allowed us to continue our important work advocating for the best possible legislative and regulatory settings to enable a sustainable and productive transport industry.

With the worst of the pandemic hopefully behind us, and with vaccination rates steadily increasing, we are operating on a much surer footing than this time last year, when pretty much all of our revenue earning events had been scrapped.

Our membership and events team has done a magnificent job under very difficult circumstances to keep engaged with our members and sponsors, running events and activities where COVID settings have allowed it. And where settings have restricted gatherings, we've resorted to online engagement and activities to maintain as much continuity as possible.

During COVID, our number one priority has been to ensure state and commonwealth governments not resort to restrictions that would impede the movement of freight and disrupt supply chains. We have had notable successes, with National Cabinet enacting a Freight Protocol to keep state jurisdictions open to transport operators. After some early teething problems and overcoming jurisdictions managing snap lockdowns, the system is operating well and there have been isolated incidences of freight disruptions. That we rarely see supermarket shelves devoid of goods demonstrates supply chains are holding up, and consumers have access to goods. Our efforts to have local governments scrap curfews to facilitate freight movements was also important and demonstrated heavy vehicles can safely operate on otherwise curfewed parts of the road network at night.

We have also continued our important work advocating for heavy vehicle licencing reform, with the issue gaining much prominence in the Victorian media recently. Our Driver Delivery program continues to train new drivers and help place qualified people in transport jobs, helping to address the skills shortages we face as an industry. Please reach out to the VTA if you are looking for drivers and we can try and place one of our recent candidates with you.

Despite restrictions and snap lockdowns, we were able to host

our in-person State Conference earlier in the year. For the first time, attendance was a full capacity at San Remo, where we had two days of fantastic interactions among members, sponsors and speakers. Please enjoy the report and photos from the event in this issue of Priority Report.

An initiative we began last year, but was forcibly paused during the Victorian lockdown, was the completion of our delivery of empty shipping containers to regional Victorians who lost everything during the 2019/20 bushfires. Through the support of Victoria International Container Terminal, and with the assistance of many members, we successfully delivered containers to 40 grateful Victorians having to rebuild after losing everything in the fires. I was thrilled to be involved with this important initiative, and that so many operators generously donated their time, effort, labour, equipment and fuel, is a testament to the fantastic industry we work in.

With all the signs pointing to less restrictive trading conditions, we are hoping for much more interactions with our members and sponsors over the remainder of the year. The Australian Freight Industry Awards are on track for an in-person celebration, and I urge you to register for this, and other, VTA events.

Thanks again for your support of the Association.

**Peter Anderson**  
Chief Executive Officer

# VTA COMMITTEE REPORTS



**In 2021 we will continue to be challenged by COVID-related issues. However, we will also build upon the positive response of the transport and logistics industry and the community's heightened understanding of its importance during these times.**

As demonstrated last year, the VTA played a significant role in providing strong representation and advocacy for its members by providing relevant and up to date information. COVID-19 has forced us to change, adapt and adopt many new practices without compromising safety and productivity.

The **General Freight Group**, along with all the other VTA committees, has reverted to face to face meetings. The committee has met twice this year and all actions are covered in the VTA Workplan. The COVID situation will be closely monitored and feedback from members has been 'loud and clear' - that is, the VTA's COVID 19 communications were well received in 2020 and 2021 will be no different.

To date, the focus of the committee has been on better understanding the Wage Inspectorate Victoria, NTC - Heavy Vehicle Charges, Voluntary Port of Melbourne Performance Model/Landside Charges, impact of Infrastructure projects and issues associated with the Senate Select Committees.

The VTA has lodged submissions and appeared at Senate Select

Committees involving: *Job Security; Importance of a viable, safe, sustainable and efficient road transport industry and Inland Rail*. Other key issues involving the General Freight Committee include: ongoing review of the HVNL; involvement with the Port of Melbourne Container Logistics Study; and feedback on industrial relations matters.

The **Wharf Carrier Group** continues to be directly impacted by the trade fluctuations and import and export imbalances. The ongoing pressure of infrastructure charges, the interface with empty parks and related booking systems issues continue to challenge the operators. Fortunately, the advocacy of the VTA's *Landside Improvement Strategy* has driven government involvement to investigate the charging mechanisms and several other related projects that have been instigated by the government to address some of the issues. We are also fortunate to have Mick Rocke join the VTA to help assist in addressing the key issues faced by our wharf operators.

The **Earthmovers Group** continues to be directly impacted by the challenges of the infrastructure projects on a daily basis and this is certainly not diminishing in the short term. The '*Spoil Transport Improvement Strategy*' will continue to be advanced by the VTA with the relevant government bodies. However, the challenges faced by this sector relate to project contractual mechanisms, in particular the application of the appropriate rate structures by all stakeholders remains a major challenge.

The VTA continues to pursue these issues for its members particularly given their safety and productivity significance. The VTA is also working closely with the VWMA to ensure that all members are well represented and have a 'voice' with the relevant government agencies, including the Environmental Protection Authority

(EPA).

The VTA continues to pursue the **Over Size and Over Mass Committee** issues relating to the timeliness and granting of permits, particularly those associated with super loads. The COVID-19 situation has not helped especially with the cross-borders requirements and challenges of obtaining super load permits.

Along with the other VTA sub-groups, the **Long Distance Group** will continue to highlight the key issues and changes required as part of the HVNL review, ways of raising the image of the industry and the review of the many technological advances being presented to the industry.

Prior to COVID-19, the **People Group** had conducted well-attended face to face workshops. We are pleased that we have now returned to this mode of delivery in 2021. We conducted our first workshop titled '*Driving Psychological Safety in Transport and Logistics*' which provided an update on the current status of mental health and wellbeing in the industry and the benefits of the VTA *HeadFit BusinessFit* program funded by the NHVR. More details about this VTA program are featured in a separate article in this edition.

The **Technology Group** has distributed its guidelines to assist organisations in the management of their owner drivers and sub-contractors by using smartphones and cloud technologies. This is separate to those companies that already operate effective telematics in their businesses. The Group will remain committed to examining new and emerging technologies and their potential advantages for businesses. This is especially the case as businesses adapt to the 'new normal'. It has also been agreed that this group will provide information and workshops on 'alternative' fuel sources and related technological advances in 2021.

**Truck Turnaround Times (TTT) Project for Swanson Dock and Webb Dock**

The Truck Turnaround Times (TTT)

project continues and the VTA is seeing some improvement on the long-term average. The VTA uses data supplied from a number of industry operators and then

averages this data to arrive at the final number.

**Greg Cain**  
Industry Services Manager

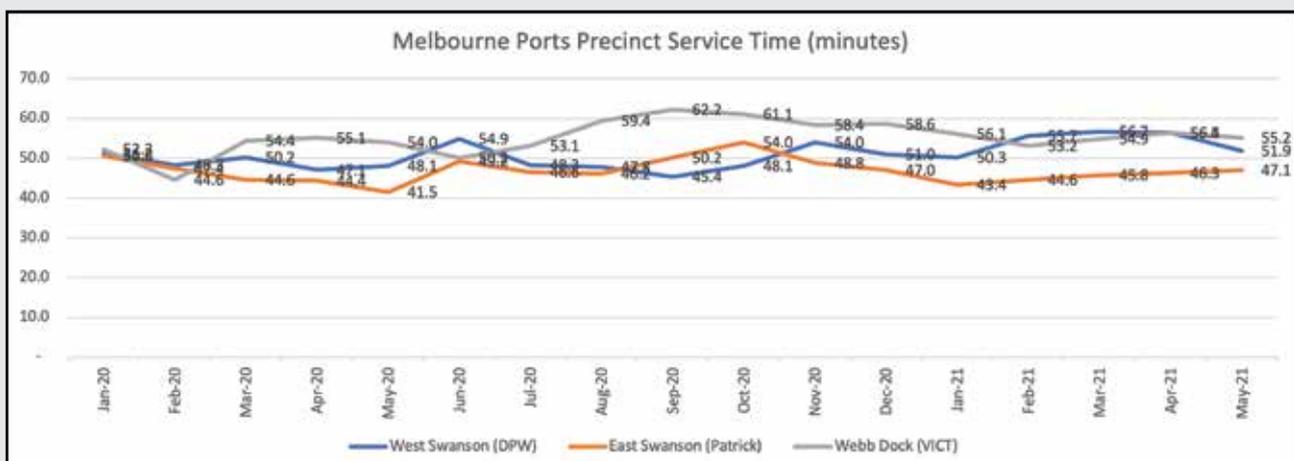
**Truck Turnaround Times (TTT) Project for Swanson Dock and Webb Dock**

2020													
Terminal	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	YTD Ave
West Swanson (DPW)	51.2	48.3	50.2	47.1	48.1	54.9	48.3	47.8	45.4	48.1	54.0	51.0	<b>49.5</b>
East Swanson (Patrick)	50.6	47.4	44.6	44.4	41.5	49.2	46.6	46.2	50.2	54.0	48.8	47.0	<b>47.5</b>
Webb Dock (VICT)	52.3	44.6	54.4	55.1	54.0	50.2	53.1	59.4	62.2	61.1	58.4	58.6	<b>55.3</b>

2021													
Terminal	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	YTD Ave
West Swanson (DPW)	50.3	55.7	56.7	56.4	51.9								<b>54.2</b>
East Swanson (Patrick)	43.4	44.6	45.8	46.3	47.1								<b>45.4</b>
Webb Dock (VICT)	56.1	53.2	54.9	56.5	55.2								<b>55.2</b>

Source: TTT's are calculated once arrival at the docks commences through transport operators' on-board GPS, and in line with their booked collection time.

**Melbourne Ports Precinct Service Time (Minutes) 2020 and YTD 2021**



# SEPARATE BATTERIES FOR RECYCLING



**New Victorian environmental laws mandate battery separation and recycling for businesses and there has been an explosion in technology, which is of huge benefit to us all.**

Unfortunately, this increased activity is creating a risk to the recycling system. When pierced, batteries can smoulder or even spontaneously combust. A quick Google or YouTube search will reveal dozens of videos showing this dangerous property of high-energy-density batteries such as lithium-ion batteries.

Waste trucks carry flammable materials, hence trucks laden with recyclable materials are even more of a danger, containing highly flammable plastic and paper. Compaction trucks are also the ideal environment to pierce or crush a battery, as both waste and recyclables are compacted using a large metal compactor, while the load contains sharp objects including glass and metal cans.

Finally, if batteries reach the recycling centre intact, they can once again be a source of fires due to loaders, conveyors, shredders and other sorting equipment in recycling plants. When compacted, they can also cause fires at landfills. For this reason, the industry is suffering from dozens of fires



caused by lithium-ion batteries – in bins, trucks, waste and recycling facilities.

Luckily, the industry is working with the state government to solve this critical risk to workers, equipment and the environment. The aim is to provide households and businesses with separate battery collection and recycling services.

Noting this important risk and opportunity, the Victorian Government has made battery separation for all businesses a new legal requirement under the Environment Protection Amendment Act 2018. Specifically, the Act requires all businesses to separate hazardous waste – called ‘priority waste’ – in the Act. This means that businesses failing to separate batteries for recycling may face penalties.

Take note, the EPA can impose large penalties for failure to separate hazardous ‘priority’ waste. To quote the EPA website: ‘Mismanagement of reportable

priority waste is a serious issue. Courts may impose a maximum penalty of 240 for an individual and 1200 penalty points for a business. The current value of a penalty unit is \$165.22 (as of 1 July 2020)’.

Luckily, battery recycling services are relatively cheap and easy to purchase. Further, the battery industry in Australia has promised to step up and subsidise some of the cost. Just speak to your waste services provider about getting a battery bin for your office or worksite.

**Alex Serpo**  
VVMA Executive Officer

# FAIR WORK ACT FOCUS ON CASUALS



## The Federal Government has recently made some legislative amendments to the Fair Work Act around the employment of casual employees.

In summary, they provide:

- A new definition of a casual employee is that there is ‘no firm advance commitment to continuing and indefinite work’ from the employer;
- A casual employee who works on a ‘regular and systematic basis’ for 12 months is entitled to be offered conversion to permanent employment if the work is going to continue on a similar basis;
- Fair Work Ombudsman (FWO) to prepare a ‘Casual Employment Information Statement’ – which is available from the FWO website – for distribution to new casuals;
- Ability to ‘set off’ any identified casual loading paid if a court finds an employee was, at law, permanent.

In light of these new provisions, the VTA advises that employers should always specify the amount of casual loading on an employee’s pay slip and ensure a letter of appointment is used at the time of engagement of any employee, especially a casual. This letter should inform the employee of their employment status and if employed as a casual the amount of loading paid in place of annual and personal leave.

### Pay slips

Reg 3.45 of The Fair Work Regulations mandates that a pay slip must be provided to an employee in either an electronic form or hard copy and a summary of Reg 3.46 mandates that it must specify the following detail:

- The employment status of any employee – permanent or casual;
- If casual, what is the rate of casual loading paid to that employee?;
- What is the employee’s ‘ordinary’ rate of pay?;
- What the employee has been paid for ‘ordinary’ hours and overtime hours?;
- What deductions have been made and to what fund or account have they been paid?;
- What is the amount of superannuation paid to the employee’s super fund?, and
- The identity of the fund to which such contributions have been made.

### Reasonable overtime

The Fair Work Act provides that an employer can request an employee to work ‘reasonable overtime’ and this issue is about to be litigated before the Federal Circuit Court (FCC). A brief extract from the 20 April edition of Workplace Express is below:

“A supervisor who served his

employer for almost 30 years is now pursuing it in the Federal Circuit Court for almost \$250,000 to cover eight years of alleged unpaid overtime and super, plus interest and penalties.

He told the court he exceeded his contracted 38 weekly hours because Suez Recycling & Recovery Pty Ltd “required him to do so”.

The extra time did not amount to reasonable additional hours under s62 of the Fair Work Act, he said.

The on-road supervisor further claims that Suez failed to keep records of his overtime.

Judge Michael Jarrett said that the company admits the supervisor worked extra time, but contended they constituted reasonable additional hours.”

### Labour hire licensing

There are currently two states, Queensland and Victoria, that introduced a labour hire licensing scheme around two to three years ago. It is timely to provide some statistics from each scheme – see the table below.

In Victoria, it is important to remind members that if you use a labour hire provider then you must ensure that such provider has a licence or had applied for a licence, prior to 30 June, 2020.

### Paul Ryan

VTA Industrial Relations Advisor

## Labour hire licensing

State	Licences issued	Licences in progress	Licences suspended	Licences cancelled	Conditional licences
Victoria	4923	733	-	47	-
Queensland	3350	-	255	334*	61

- These figures are not available.

\*This is a combined figure of cancellations and refusals.



# BUREAUCRACY INFRINGING TRANSPORT REFORM



**It was a privilege to represent the Victorian transport industry and the VTA at a recent Senate inquiry being chaired by Shadow Assistant Minister for Road Safety Glenn Sterle, that is considering the Importance of a Viable, Safe, Sustainable and Efficient Road Transport Industry.**

The inquiry is tasked with a range of issues of relevance to our road network and the transport sector, in particular minimum standards of operation, training and career pathways, the social and economic impact of road-related trauma, and the impact of new technologies in freight distribution and vehicle design.

The importance of a reliable, sustainable and safe road transport network cannot be overstated in view of our industry being under constant

scrutiny and regulation. However, we are desperate for factors outside the realms of traditional bureaucracy to drive change and reform that will deliver fairness, improved safety and commercial sustainability.

We are looking for leadership and support to help unpack the inequities of the economic and operational environment that we face today. The structural system our industry has been historically locked into is broken and needs change. To achieve this, a forensic look at the aspects of our commercial and economic landscape is needed.

Our industry is completely bogged down with administrators administering administration! This results in the bureaucracies that govern transport being in a never-ending cycle which delivers few tangible benefits and improvements for freight operators.

To illustrate this, I provided the example of the then National Road Transport Commission – now the NTC – which in 1996 delivered a report with recommendations for change to Heavy Vehicle Driver Licensing. Nothing changed.

In 2013 the COAG Transport Industry Council called for another report into heavy vehicle licensing. The final report

and recommendations came five years later by Austroads and again, nothing changed. Austroads commissioned yet another licensing study last year with recommendations to be completed by November 2022. Even if this deadline is met, it will be a further two to four years before any changes are implemented.

The transport industry is the customer of these bureaucracies and has been calling for meaningful change to the Heavy Vehicle licencing system for 30 years – such inaction in the private sector would not be acceptable, just as it should not be amongst public servants.

Appearing before the Inquiry was an opportunity to amplify these issues and concerns on the record and articulate the tremendous value of our industry to our economy. We generate more than \$75 billion in revenue annually and directly support a further \$750 billion in GDP through the supply chain, as well as directly or indirectly employing hundreds of thousands. We connect communities, facilitate the highest living standards in the world through supply chain continuity, and are leading the way in technical innovation.

But for all this we cannot get the recognition we deserve for the value we create and provide and continue to suffer under a bureaucratic process that inhibits initiative, confidence and sustainability. The result of these roadblocks and red tape is sub-standard road access, training and less capacity to drive world’s best practice.

Where there is a will there is a way and the transport industry has demonstrated it has the collective will to welcome reforms to make us safer, more efficient, viable and sustainable. What we need now is for the bureaucracy to pave the way for overdue reform and change.

**Peter Anderson**  
Chief Executive Officer



# A TALE OF TWO BUDGETS

In May, we experienced a tale of two budgets, with the federal and Victorian state budgets released within days of each other. Yet, despite their proximity on the calendar, they were about as similar as chalk and cheese.

Victoria sits at a pivotal moment in its history. We are emerging from the pandemic battered and bruised, but optimistic (although, as this recent lockdown has proven, we are by no means out of the woods yet). Snap lockdowns aside, recent forecasting suggests Victoria is on track to experience the strongest economic rebound of all states and territories during the next financial year.

The optimism felt by many in Victoria was echoed in the federal budget. Released early in May, it invested heavily in a range of major infrastructure projects designed to create jobs and kickstart the economy. But even more importantly, these projects represent a \$15.2 billion investment in our nation and its future freight needs.

Victoria received \$4 billion of that spend to ensure its infrastructure grows alongside its population. In addition to a number of significant road upgrades to reduce congestion, the federal budget allocated \$2 billion towards creating a new Melbourne Intermodal Terminal.

Capable of accommodating the Inland Rail Project and its double-stacked, 1800-metre trains, this will play an integral role in connecting the state's port, road and rail networks.

All in all, it was a forward-thinking and prudent budget that gave freight and logistics operators



confidence that they'll be able to operate safely and efficiently into the future as they deliver an invaluable service to Australians.

And so, when the Victorian budget launched just over a week later, many of these operators were wondering what it would have in store to build on the optimism and momentum of the federal budget.

And what did we get? A budget that was more shrug than shout, and that left many in the transport and logistics industry feeling deflated.

This is not to say the Victorian budget was irredeemable. In fact, it contained some very welcome items for road users – namely \$386 million to reduce the state's road toll through a new Road Safety Strategy.

With Victoria's freight needs predicted to double over the next 30 years, now is the time to prepare and invest in our future. With roads already congested, we need to ensure we're getting on with projects designed to address key choke points, streamline freight movements, and ensure our precious supply

chains are protected from disruption.

Let me be clear here; we've seen some significant and very welcome investment in Victoria's road, rail, and freight networks over recent years and I commend the state government for its commitment to these various projects. But now is not the time to take the foot off the gas.

The Victorian Transport Association will continue to advocate for smart, sensible and infrastructure projects that will not only benefit freight and logistics operators, but every Victorian. After all we've been through, we cannot afford to go backwards.

**Peter Anderson**  
Chief Executive Officer

# FEWER CBD LOADING ZONES IMPACT DELIVERY CYCLE

**For years, transport operators and their peak representative groups have been confronted with the important issue of maintaining reliable and safe access for drivers to deliver and collect goods from customers, as a key element in keeping supply chains moving, shelves stocked and customers satisfied.**

Without reliable access, supply chains don't work and become dysfunctional, with the flow-on effects being lost business and revenue for transport operators and their customers, and frustration from consumers who don't have reliable access to goods they regularly acquire.

Left unchecked, local, state and national economies bear the brunt of supply chain disruptions, as we learnt all too well during the peak of COVID when supermarkets couldn't keep pace with consumer demand for key goods. Easing access restrictions on the transport network was one of the reasons supply chains recovered relatively quickly, with operators able to deliver goods 24/7 so that shelves could be restocked.

In Melbourne, we have seen regrettable signs of supply chains potentially being disrupted again, but this time not in response to a pandemic, but rather due to a kneejerk 'solution' to attract people back into the city.

Anticipating more people would ride their bicycles into the city for work to avoid public transport and potential exposure to COVID, the City of Melbourne and the Victorian Government decided to build more dedicated bike lanes to create a safer environment for cycling.

Nearly 40 kilometres of kerbside protected bike lanes were built, but regrettably the transport industry is suffering through a reduction in transport infrastructure.

Without any consultation with industry, the bike lanes were built in Swanston, William, Bourke, Exhibition, Flinders and La Trobe streets and elsewhere in the city, with lanes and protection medians encroaching on loading zones and other parking and delivery infrastructure.

While we appreciate the need to protect cyclists, a consequence of these decisions brought a blowout in delivery times, thus increasing the number of trucks and delivery vehicles in the city.

Loading zones in the Melbourne CBD have significantly declined over the past two years, prompting complaints from members delivering goods to retailers and fresh food, groceries and beverages to city bars and cafes. The fewer CBD loading zones are also creating traffic congestion and threatening Melbourne's economic recovery from forced business closures.

After 12 months of lost business and revenue, CBD businesses are finally getting back on their feet and servicing a steadily growing market of consumers as more people have returned to the city for work, yet we are hearing about deliveries being rescheduled or taking longer because there are fewer loading zones.

This is creating a dangerous environment where drivers are having to wait to make deliveries or drive around the city until a loading zone becomes available, which increases traffic congestion and associated delays for everyone.

Dozens of transport companies make thousands of trips in and out of the CBD for deliveries every day

with any delay inconveniencing customers and consumers and contributing to lost productivity. We have one member that currently has around 200 drivers a day entering the CBD to make deliveries, saying that the time for them to do this has doubled over the past five years.

The issue is being compounded every year with loading zones being reduced, forcing drivers to wait around longer to get a loading zone or park further away, which means that they are having to cart freight on trolleys a further distance, risking an incident or injury to a pedestrian or driver.

The other unintended consequence is a reduction in our living standards, which go hand in glove with reliable supply chains. When we don't have access to the goods and services we have come to expect, our quality of life suffers. And whilst short disruptions are manageable, government policy that erodes living standards is something we must avoid.

Local governments are responsible for maintaining heavy vehicle access to their localities and designating and enforcing loading zones. If they really want to support business recovery it is essential that more zones – not less – be set aside for transport operators to service their customers safely, quickly and efficiently.

**Peter Anderson**  
Chief Executive Officer

A panel discussion on Future Freight Drivers featured (L-R) Russell Hutchison, Edward Smith, Adam Gibson, Andrew King and Peter Anderson.



# SUPPLY CHAIN VITAL TOWARDS SUSTAINING OUR LIFESTYLE

**VTA Chief Executive Officer Peter Anderson has emphasised the importance of supply chain sovereignty for Australia to maintain its high standards of living, as the nation emerges from the COVID pandemic and vaccinations are rolled out across the country.**

Addressing a gathering of more than 180 delegates at the VTA State Conference 2021 in March, Mr Anderson welcomed dignitaries from the Commonwealth and Victorian governments, and the broader freight and logistics industry, for two days of important discussions about *What's in Front of the Transport Industry*.

"As an island nation and democracy that relies on imports for sustaining our quality of life, Australia relies on the certainty from supply chains," Mr Anderson said.

"We enjoy the status of having the fifth highest ranking in living standards in the world. But what can

we do better? How do we maintain and improve upon what has been created?"

He observed that supply chains, logistics and transport systems are vital for a country such as Australia because they link markets, community and people.

"COVID has challenged us to question whether current supply chains are flexible enough and whether they are

able to carry an increase in capacity or are just too expensive to operate any other way," he said.

"Some people may think we have been slow to develop these supply chains, that they are not productive enough or do not meet the needs of the market.

"There is no doubt that the COVID pandemic in Australia has highlighted the importance of these supply



VTA State Conference delegates enjoyed a quality dinner to round out a day of listening to the many speakers.

Engaged in a pre-conference discussion were (L-R) Bruce Forsyth, Federal Minister for Road Safety and Freight Transport Scott Buchholz, Phil Lovel and Chris Marriott.



Victorian Minister for Roads and Road Safety Ben Carroll (left) contemplates a question from VTA Chief Executive Officer Peter Anderson.



An overview of delegates gathered for the VTA State Conference.



Lochard Energy's Greg Simmons presented at a session about fuelling transport.



NHVR CEO Sal Petrocitto, Victorian Rads Minister Bel Carroll, Federal Assistant Minister for Road Safety and Freight Scott Buchholz and the VTA's Peter Anderson during the conference.



Entertainer and street performer Nick Kay, who promotes himself as a Professional Mind Blower, had many tricks in store for the VTA State Conference audience.

chains. The fact that freight transport did not stop, could not stop and was able to gain recognition, exemption and acknowledgment of making sure that we were all supplied with the goods that we need to maintain our current standards of living," he said.

Mr Anderson questioned whether Australia is doing enough to secure its supply chains so as not to risk eroding standards of living, inhibiting growth or diminishing resilience, using fuel energy security and trade as examples.

"If we do not source and refine

our own fuel and depend solely on international suppliers, how vulnerable is our standard of living if this supply is interrupted?", he asked. "Or if China represents approximately 18 to 20 per cent of all imported goods that you will find in homes today, how would we resource these goods if there was an interruption with supply from China?"

"Our domestic supply chain foresights and reactions must look to understand what needs to be done and take advantage of the resources at hand."

Mr Anderson told delegates that while uncertainty had been part and parcel of the COVID journey for everyone, it has been amplified for transport operators and workers, who have worked through restrictions, lockdowns, and border closures magnificently to service their customers and the Australian community.

"The irony of COVID is that it's probably done more to help consumers build awareness and appreciate supply chains than any other event in recent history," he said.

"When you're confronted with supermarket shelves that have been emptied of toilet paper, canned goods, pasta, fresh meat and poultry, and you're forced to order online because you've been restricted from travelling more than five kilometres from your home for months on end, you start to think and question how goods get to market."

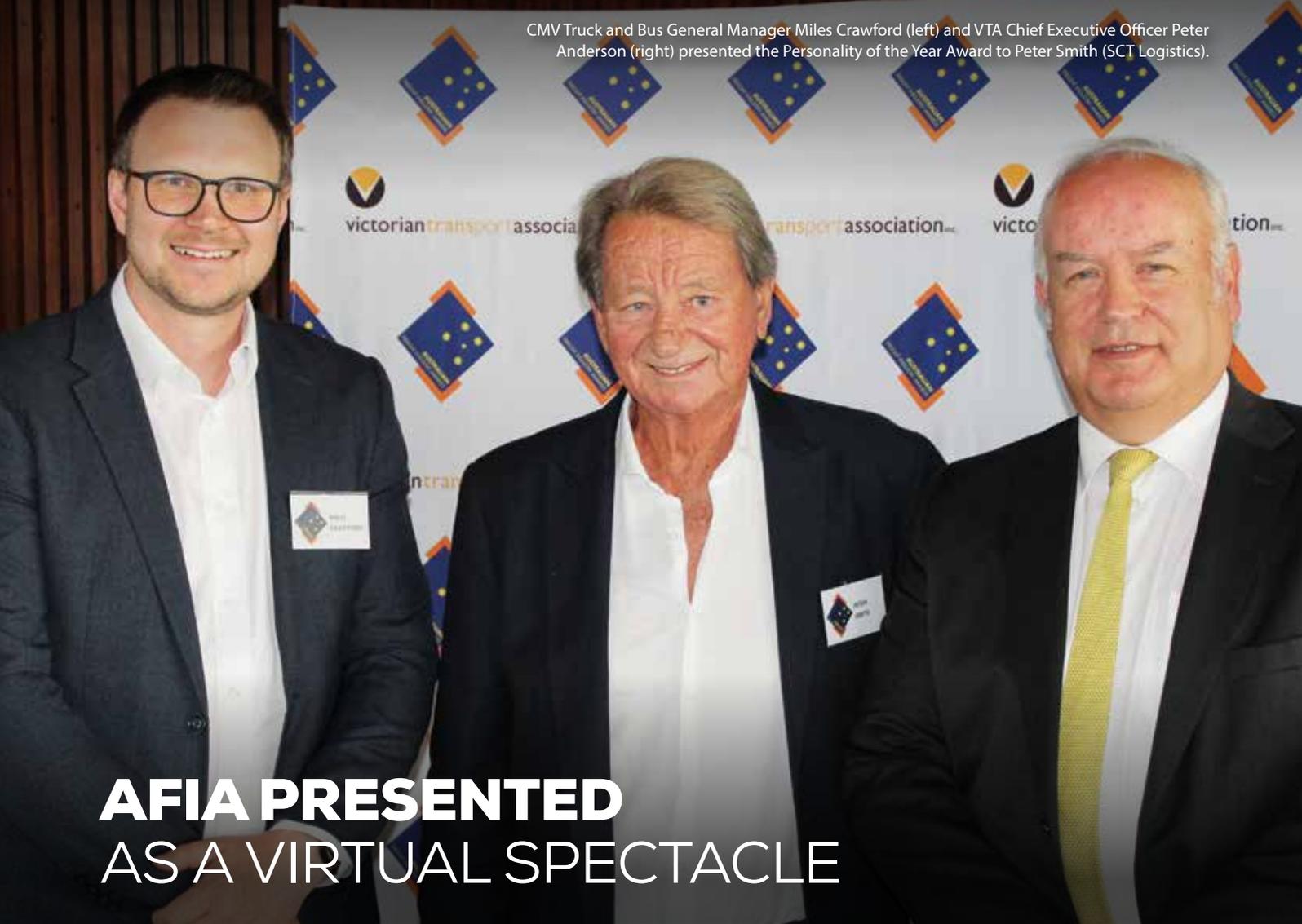
Conference delegates were also addressed by industry heavyweights, including Federal Assistant Minister for Road Safety and Freight Transport Scott Buchholz, Victorian Treasurer Tim Pallas, and Victorian Minister for Roads and Road Safety Ben Carroll.



Transport Workers Union National Secretary Michael Kaine (left) addressed delegates at the VTA State Conference.



CMV Truck and Bus General Manager Miles Crawford (left) and VTA Chief Executive Officer Peter Anderson (right) presented the Personality of the Year Award to Peter Smith (SCT Logistics).



## AFIA PRESENTED AS A VIRTUAL SPECTACLE

The Victorian Transport Association and members of the Australian freight and logistics industry honoured the winners of the 2020 Australian Freight Industry Awards during a 90-minute virtual awards presentation broadcast from The Pullman hotel in Melbourne in November.

Venue capacity restrictions meant the annual event that typically attracts upwards of 700 guests for a black-tie extravaganza could not proceed in its usual form, so the VTA presented an online celebration that honoured seven individuals and organisations from a variety of categories.

The winners were:

- **Peter Smith**, SCT Logistics,

Personality of the Year Award – sponsored by CMV Truck & Bus

- **Debra O'Donnell**, Precise Pallet Management, Female Leadership Award – sponsored by Viva Energy Australia
- **Annastasia Denigan**, Cement Australia, Young Achiever of the Year Award – sponsored by Daimler
- **Alex Fraser Group**, Sustainable Environment Award – sponsored by National Transport Insurance
- **JOST Australia**, Application of Technology Award – sponsored by Transport Certification Australia
- **Delta Group**, Best Practice Safety Award – sponsored by Gallagher
- **Nationwide Group**, Investment in People Award – sponsored by Logical Staffing Solutions.

With the assistance of category sponsor representatives, VTA

Chief Executive officer Peter Anderson announced the finalists and winners, who accepted their award from the comfort of their own homes thanks to livestreaming technology that connected them to a studio created at The Pullman to broadcast the production.

“This year’s awards have occurred against the backdrop of unprecedented circumstances, with coronavirus forcing businesses and communities to make huge sacrifices and adjustments to adapt to this strange, new COVID-normal,” Mr Anderson said.

“Presenting these awards in this virtual format is certainly something I never expected to experience, but our ability to do so is a testament to how our industry just gets on with things, and support our customers, suppliers and each other.



VTA Chief Executive Officer Peter Anderson (left) and Mark Wingfield (National Transport Insurance, centre) presented the Sustainable Environment Award to the Alex Fraser Group's representative Jason Chappell.



AFIA Female Leadership Award winner Debra O'Donnell (Precise Pallet Management) pictured following the presentation with VTA Chief Executive Officer Peter Anderson.

"I couldn't be prouder of the way transport operators have rallied to keep Australia moving throughout the pandemic, ensuring households and communities have had ample supplies of food, medicine, fuel and other essential goods during the uncertainty of lockdowns."

VTA President Mike Lean also participated in the awards presentation.

"On behalf of the Australian freight industry, the many members of the assessment panels and the VTA Executive Council, I'd like to congratulate our finalists and winners and thank the more than 40 individuals and organisations that took time to prepare entries," Mr Lean said.

"In such tumultuous times, we never expected to receive a record number of nominations, and that we did is a credit to the





Formalising the virtual presentation of the 2020 Australian Freight Industry Awards were (L-R) VTA Chief Executive Officer Peter Anderson, Miles Crawford (CMV Truck & Bus), Frank Sandy (TWUSUPER), Rob Cavicchiolo (Viva Energy) and VTA President Mike Lean.



Daimler's Stephen Marton (left) and Peter Anderson (VTA Chief Executive Officer) prepare to present the Young Achiever of the Year Award.

passion our members have for these awards and recognising our industry's many achievements and contributions.

"And of course, a big thanks to our major event supporters TWUSUPER and VIVA Energy Australia for sponsoring the awards presentation, which would not have been possible without their support," he said.

The Australian Freight Industry Awards presentations are renowned for the phenomenal entertainment that has wowed guests for 31 years and this year was no exception. A pandemic and gathering restrictions weren't about to stop the VTA from maintaining this tradition so event organisers arranged for the hit Australian rock band **Boom Crash Opera** to play their hits "The Best Thing" and "Get Out of the House" live from the studio.

Past AFIA entertainer **Daryl Braithwaite** also featured in the line-up with a special recording of his new hit "Love Songs" broadcast during the production.

Peter Anderson confirmed that this year's 32nd presentation of the awards would return to Melbourne's Crown Palladium on September 4, 2021.

"We look forward to delivering another AFIA extravaganza this year and the opportunity for our industry to get together in person to celebrate our remarkable achievements," he said.



Pictured (L-R) at the AFIA presentation lunch were Jason Chappell (National Transport Insurance) and Brendan Liveris (Alex Fraser Group) with the VTA's Peter Anderson.



Pictured at the AFIA lunch presentation were (L-R) Heather Hausler (Transport Certification Australia), James Mackie (Jost Australia) and VTA Chief Executive Officer Peter Anderson.



# VIVA ENERGY ROLE IN PROTOTYPE WRAPPER

**Viva Energy has joined forces with other Australian manufacturers in a project aimed to reduce the amount of plastic food wrappers and other soft plastics that end up in landfill.**

Viva Energy's Geelong refinery plays a crucial part in the pilot program which has the potential to create new life for soft plastics, such as packets commonly used for bread, biscuits, lollies and snack foods. Among these is a prototype Kit Kat Green Wrapper.

Currently, these products cannot be recycled in Australia, and manufacturers are facing the prospect of having to import recycled material in order to meet the National Packaging Target to have 50 per cent recycled plastic in

their packaging by 2025.

This pilot program pulls together the unique talents and capabilities of seven Australian manufacturers and proves this country has the infrastructure and the capability to recycle soft plastics.

Viva Energy is excited to be a part of this innovative project, which demonstrates that the refinery could have a part to play in Australia's journey towards a circular economy with zero waste.

This project fits well with Viva Energy's vision for an Energy Hub in Geelong, broadening the role of the refinery site and proving this critical infrastructure has potential relevance that extends beyond the role it plays in producing liquid fuels that keep this country moving.

Lachlan Pfeiffer, Viva Energy Executive General Manager Legal

and External Affairs, said the project is a clear demonstration of the importance of the valuable infrastructure and technical know-how that exists at Geelong Refinery and shows how critical refining is to so many aspects of life in Australia.

"We are delighted to be part of this important pilot program which could provide a roadmap to the future for Australian manufacturers that rely on soft plastic packaging of their products," Mr Pfeiffer said.

"Australians need to be doing more to reduce the amount of soft plastic waste that ends up in landfill and the only way we can do that is through broader collection and recycling of soft plastics. This project is a good way to start the process of turning that ambition into a reality."



# VAWDREY'S VERSATILITY MEETS TRANSPORT DEMANDS

Privately-owned manufacturer Vawdrey Australia has been designing and building equipment for the transport industry for the past 46 years and has enhanced its reputation by implementing the latest technology.

Vawdrey, which has been a longtime supporter of the VTA, was founded in suburban Braeside in 1974 by Michael Vawdrey and although handing the administrative reins to Director and son Paul, he still retains an active interest in the business.

The initial focus of its plant was the manufacture of rigid truck bodies, but it diversified in 1994 when making its first trailer and expanding to produce 73 units in that year.

As the business evolved, it became evident that it required increased factory capacity and in late 2000 it relocated to a purpose-built site at Dandenong South, home to its Victorian headquarters.

Interstate operations were also established in Sydney, Brisbane, Adelaide and Perth.

Client demand escalated during this period with it manufacturing 1460 units in 2018. Its turnover for the 2019-20 financial year was \$120 million.

Vawdrey has produced trailers of high-quality design and finish that are efficiently constructed and complemented by superior safety features. It utilises the latest 3D CAD software that enables its team of 18 engineering and design specialists to work in conjunction with clients to individually meet their expectations.

Paul said that by embracing the technology within the Victorian road



Vawdrey delivers yet another quality B-double to a satisfied customer.

authority's Performance-based Standards (PBS) high productivity scheme, Vawdrey has been established as the market leader in Australia.

"The PBS was created to enable increased productivity and safety implementations for quad-axle semi-trailers and B-double designs and Vawdrey has adopted it throughout our complete range of custom-made equipment," Paul said.

"Our initial PBS design was for a Super B-double, which could transport two 40-foot containers simultaneously and soon after other designs followed based on the same concept."

The Vawdrey name has been prominent in general and refrigerated transport trailer designs and for building units that are adaptable to Australian road conditions.

All Vawdrey manufacturing is conducted in-house, using locally sourced raw materials, and has its own fibreglass panel and paint booth facilities within its plants. Vawdrey has six production lines with a capacity to manufacture 41 trailers per week and at any

one time could have 110 trailers in production.

Its plants also provide sales and customer technical support, PBS, research and development engineering and product and process improvement.

Design and construction aside, Vawdrey is also conscious of its environmental responsibilities, utilising renewable energy with solar panels powering its plants, recycling and minimising waste and toxic emissions within its operations.

Vawdrey currently employs 400 people Australia-wide and Paul said the culture developed and entrenched within the business has led to employee loyalty.

"We don't have a huge turnover of staff," he said. "There would be more than 50 people who have worked with us for more than 20 years and our great culture has been important.

"It is our combined objective to achieve outstanding quality design and delivery for our valued clients, whether they be single vehicle owners or larger fleet operators."

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[anthony\\_crawford@goodyear.com](mailto:anthony_crawford@goodyear.com)**

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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.

**Contact Terry Rowland,  
Head of Transport,  
on 0434 028 336  
Email: [terry.rowland@grays.com.au](mailto:terry.rowland@grays.com.au)**



The Haulmax brand provides Australian engineered performance tyre solutions for the truck, trailer and industrial tyre marketplace in Australia. Our tyres are built for Australia's unique conditions to provide improved handling with increased stability, higher load carrying capacities and optimum tread life. Haulmax Tyres invest heavily in product development ensuring our products are both fit for purpose and cost efficient. This allows for absolute quality control and guarantee of product performance.

Haulmax features:

- \* Built to European Tyre & Rim Technical Organisation (ETRTO) standards
- \* Premium casing design, raw materials and compounds
- \* Application specific wider and deeper tread for increased traction and mileage.
- \* Special cut & chip resistant compounds to increase mileage on Australia's harsh gravel roads.
- \* Life-Time Replacement Warranty

**Contact [sales@haulmaxtyres.com.au](mailto:sales@haulmaxtyres.com.au)  
or phone 1300 761 80**



Fleetsite – Powered by Astrata Group has 28 years of innovation and providing of high-end precise location-based solutions for major corporations and governments. Our focus is on efficiency, safety, and security of assets and drivers, improving our customers' operations, performance and profitability. We have complete solutions utilising proprietary platforms with hardware and software developed and produced in-house. Our end-to-end solutions provide the ability to tailor for each enterprise customer, utilising cutting edge, world-class Astrata technologies and solutions. Astrata's in-house range of products allow for solutions across varying fleet and vehicle sizes with modular solutions to cater for the clients' current needs and budget with the ability to grow the solutions forward. From mobile apps to in-cab hardware to a full fleet management system, Fleetsite can provide you with the appropriate solutions. It's all powered by the Singapore-based Astrata Group and run by people who have worked in your industry with decades of transport operator experience and truck licences. **Contact Nick Perry on 0439 958 476 or email [nick@fleetsite.com.au](mailto:nick@fleetsite.com.au)**  
**Fleetsite.com.au**



Hunt & Hunt is a vibrant national firm providing commercially-focused legal advice to clients throughout Australia. We have extensive experience working with a variety of transport and logistics providers including road, sea and air carriers, third party logistics providers, freight forwarders and warehouse operators. We provide legal solutions to our transport sector clients in the following key service areas:

- transport/logistics service agreements
- employment contracts and industrial issues
- warehouse services agreements
- sale or purchase of transport businesses
- cross border issues such as custom and quarantine compliance
- terms and conditions of template transport documents
- regulatory requirements
- disputes with other parties in the supply chain
- property leasing, purchases and sales
- enforcing post-employment restraints.

**Contact Principal Nick Miller on 03 8602 9292. Email: [nmiller@hunthunt.com.au](mailto:nmiller@hunthunt.com.au)  
[www.hunthunt.com.au](http://www.hunthunt.com.au)**



Backed by JOST Werke – our European parent company – and supported by JOST facilities in dozens of locations around the world, JOST Australia is a leading supplier in the transport industry, providing a comprehensive range of advanced technology transport components. With access to international markets, JOST Australia continually monitors the heavy transport industry for new developments, ensuring JOST remains at the forefront of Australian transport technology. All of JOST's Australian operations are geared to the needs of the local market, with a comprehensive product range tailored to suit local transport applications and environmental conditions. JOST Australia will continue to bring to the Australian market a level and quality of service unsurpassed by competitors. We are continually searching for innovative products from across the globe to continue to offer the right solution, whatever the application.

**Marketing: Corey Povey  
[corey.povey@jostaustralia.com.au](mailto:corey.povey@jostaustralia.com.au)  
0418 557 865**



Kynection (formerly Fleet Effect) offers the leading paperless Chain of Responsibility solution including NHVAS fatigue, maintenance and mass management.

With Knowledge in Motion being our underlying tagline, the focus is on solving transport operator CoR and productivity problems through innovative cloud-based mobile technology solutions which connect people and assets seamlessly.

Kynection's solutions offering includes Heavy Vehicle CoR and NHVAS management for Fatigue (EWD), Maintenance, Mass and Speed, automation of Quality, Environmental & Safety Management systems, including frameworks to manage ISO9001, ISO14001, AS4801 accreditation, plus Heavy Vehicle route-based mapping and GPS within all speed zones.

**For an obligation free assessment of your CoR systems, phone 1300 786 272 or visit [kynection.com](http://kynection.com) to learn more.**

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Knorr-Bremse is the leading manufacturer of braking systems and supplier for rail and commercial vehicles, with sales totalling over EUR 6 billion in 2017. Its 28,000 employees develop, manufacture, and service braking, control, and energy supply systems, HVAC and driver assistance systems, steering systems, powertrain and transmission control solutions. We supply customers with braking systems for trucks, buses and trailers. The entire spectrum of products from electronic braking and chassis management systems to wheel end systems. The company's portfolio ranges from; conventional valves, electronic control systems, brake actuators, disc brakes and drum brakes. We are not just suppliers but also development partners, collaborating closely with customers. Our modular approach offers a clear advantage we can select and fine-tune the most appropriate solution to suit your business.

**Contact Steven Reynolds (Business Development Manager) on 03 9797 8597. [www.knorr-bremse.com.au](http://www.knorr-bremse.com.au)**



Logical Staffing Solutions is a specialist provider of Labour Hire Services, providing casual on-hire labour and permanent recruitment in: Transport, Professional Transport Drivers, Logistics, Distribution/ Warehouse Light Industrial, Manufacturing/ Production Administration and Management and Office Support/Management.

**Contact Russell Hutchinson on 03 9369 1977 [www.logicalstaffing.com.au](http://www.logicalstaffing.com.au)**



Over its 25-year history, Matthews Steer 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. With our regular proactive advisory process involving in-depth business and personal financial analysis, risk mitigation and strategic advisory, our focus is to get business owners to achieve peace of mind, confidence to grow, obtain banker confidence and ultimately convert business efforts into personal wealth. With a team of 50, Matthews Steer has developed an all-encompassing service offering to allow business owners to achieve both business and personal wealth goals.

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**



Mazars Melbourne (Formerly 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, Level 15, 390 St Kilda Road, Melbourne, or at 03 9252 0800. Website: [www.mtatravel.com.au/bcarr](http://www.mtatravel.com.au/bcarr)**



MTData is a Telstra owned Australian telematics company. Since 2003, MTData's solutions have been helping customers improve efficiency, reduce costs and remain compliant. We are a true technology partner working closely with our customers to get the maximum advantage in their markets.

The high retention rate of both customers and staff is a testament to the passion with which we deliver on our promise of supplying high quality products that are well designed for Australian conditions with strong after-sales support. Passion drives everything we do and that's why many of the largest transport and logistics players choose MTData as their technology partner.

**Get in touch with our expert consultants on 1300 683 282 or [enquiries@mtdata.com.au](mailto:enquiries@mtdata.com.au). For more information visit [mtdata.com.au](http://mtdata.com.au)**



Onehalf Offshore Business Solutions had very humble beginnings several years ago. With a team of more than 250 staff possessing expertise in a variety of roles including back office, finance and accounting, sales and marketing and IT and tech. Onehalf has continued to expand, develop and provide more services to various types of businesses throughout Australia. We are proud to know that our customers love what we do and how we help their businesses; our testimonials are a reflection of the quality of work provided by our wonderful team at Onehalf. At Onehalf, our mission is to provide you with exceptional outsourcing services and help reduce costs within your business by up to 70 per cent. With a professional management team and the continuous sourcing of quality talent to join our team, Onehalf guarantees service and experience that is perfectly suited to your business. Our solution really is an option that complements or replaces existing workplace models.

**Contact George Kara on email at [george@onehalf.com.au](mailto:george@onehalf.com.au) or by phone on 0419517142. [onehalf.com.au](http://onehalf.com.au)**

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Prime Creative Media is Australia's largest business-to-business publisher, specialising in integrated marketing communications in high-growth industries. Our brands include Trailer Magazine, Prime Mover Magazine, Global Trailer Magazine, Rail Express, Logistics and Materials Handling, Roads & Infrastructure, Waste Management Review, and Inside Waste. Our platforms help connect, inform and grow the commercial road transportation, mining and manufacturing, food & beverage, and education sectors. Prime Creative Media provides industry best, multi-channel communication platforms. We help our clients communicate and connect with decision makers in key industries. Our mediums provide advanced market knowledge and intelligence; acting as trusted advisors to the sectors we serve.

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

## RIGBY COOKE LAWYERS

Transport, freight and logistics companies are literally the engines of the economy in our large, geographically dispersed country. Rigby Cooke has developed its expertise by working where the rubber hits the road in the business of transport and logistics.

We can advise and act on your behalf for all legal, regulatory and compliance issues across NHVL, Chain of Responsibility, pallet recovery, workplace relations, OHS, dispute resolution and litigation, carbon tax and fuel levies, commercial contracts, buying or selling a business, customs duties and international trade, intellectual property, tax and succession planning. Our transport expertise ranges from public companies to privately owned large national and international companies, to family businesses which have grown from modest beginnings.

**Contact Elizabeth Guerra-Stofa on +61 3 9321 7864**  
**Email: [EGuerra@rigbycooke.com.au](mailto:EGuerra@rigbycooke.com.au)**  
**[www.rigbycooke.com.au](http://www.rigbycooke.com.au)**



Scania Australia imports, distributes and sells a range of heavy-duty Scania trucks and buses as well as industrial and marine engines. With the launch of the highly-lauded New Truck Generation in 2018, Scania offers you the safest trucks in Australia, a full array of Euro-6 emissions options, and a raft of alternative fuel compliant engines.

Scania offers a selection of connected services that enable you to understand vehicle usage and driver behaviour. Scania driver trainers and the innovative follow-up coaching programme help you reduce fuel burn and wear, while promoting safer driving habits.

Scania Finance Australia offers you a selection of helpful funding instruments, while the Scania Total Transport Solution concept provides you with everything from vehicles tailored exactly to your needs to contracted maintenance and repair programmes and efficient disposal at the end of the vehicle's working life.

**Jarrod Hegarty, Regional Sales Manager, VIC, SA & TAS. 0427 964 890**  
**[jarrod.hegarty@scania.com.au](mailto:jarrod.hegarty@scania.com.au)**



sgfleet is an ASX listed company and industry leader in fleet management and asset leasing with more than 30 years' experience. Our business provides clients with expertise and experience in managing fleet assets to achieve cost effective whole of life and risk mitigation solutions.

With management responsibility for over 145,000 units comprising cars, light and heavy commercial vehicles, trailers, buses and transport ancillaries, sgfleet is a trusted partner to large corporations, private companies, government and small business.

Sgfleet product support is covered through a network of more than 6500 accredited service dealers.

**Contact Cameron McClure on 03 8480 1300**  
**Email: [cmclure@sgfleet.com](mailto:cmclure@sgfleet.com)**  
**[www.sgfleet.com](http://www.sgfleet.com)**



TCA is the Australian government body responsible for providing advice, accreditation and administration services for public purpose initiatives involving the use of telematics and related intelligent technologies. We are a 'cross-cutting' organisation which works across different policy streams, surface transport modes, and government and industry sectors. We perform a critical role in supporting the appropriate adoption of telematics and related intelligent technologies – from a whole-of-government perspective – limiting the potential for governments and policy makers from pursuing initiatives which can: delay progress; create duplication; multiply costs; contribute to a fragmented approach to telematics and related intelligent technologies. We are governed by a Board of Directors, consisting of senior representatives from road and transport agencies of the Commonwealth, State and Territory Governments, and an independent Chairperson.

**Contact 03 8601 4600**  
**Email [tca@tca.gov.au](mailto:tca@tca.gov.au), [www.tca.gov.au](http://www.tca.gov.au)**



The Drug Detection Agency (TDDA) started in 2005, and was conceived in order to supply a specialised service to companies that were conducting workplace drug and alcohol testing or looking at doing so within their own organisation.

We are the only New Zealand and Australian drug testing provider to have received accreditation from both IANZ and NATA respectively for both AS/NZS 4308:2008 (NZ, Aus) and AS 4760-2006 (Aus) drug testing Standards. TDDA now comprises 40 branches throughout Australia and New Zealand with specialist on-site testing vehicles and qualified collecting and screening staff providing a truly international service.

Our team is extremely knowledgeable about the illicit drug industry and its negative effects. With more than 10 years of operation TDDA has forged an excellent reputation with our clients through our world-class services.

**Visit [www.tdda.com](http://www.tdda.com), phone Anthony Lowe on 0439 064 332 or 1300 4 DETECTION, or email [Anthony.Lowe@tdda.com](mailto:Anthony.Lowe@tdda.com)**

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Trident Technology Solutions 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. We have grown significantly to meet the ever-increasing demand for IT support and, in particular, rapid response and remediation. Trident's flexible offerings are uniquely tailored to each customer and are supported by our experienced and accredited system and network engineers at our National Service Desk.

**Contact Geoff Bentley 0408 991 641**  
**gbentley@trident.com.au**  
**trident.com.au**



Vawdrey Australia is the nation's leading manufacture of quality semi trailers and associated transport equipment. Proudly designed and manufactured in Australia at our Dandenong facility in Melbourne's south eastern logistics hub, we design and build equipment that is custom made for the unique conditions found in the Australian operating environment. We pride ourselves on delivering trailers and truck bodies that meet the highest standards of design and finish, that deliver unmatched levels of productivity and safety, backed up by nation-wide service and support across the country. Ranging from the largest fleets to single vehicle owner operators, Vawdrey take pride in working closely with our valued clients and understanding individual business needs.

**Contact: Paul Vawdrey**  
**Paul.vawdrey@vawdrey.com.au**  
**0417 559 512**



Victoria International Container Terminal (VICT) is Australia's first fully automated container terminal, located at Webb Dock East in the Port of Melbourne. VICT is determined to set the global benchmark for automated container terminals and to provide the safest, most efficient, sustainable and reliable gateway for containerised goods to Australian consumers, and from Australian producers, to the rest of the world. Engineered for the future, VICT has achieved the highest possible rating category of "Leading" from the Infrastructure Sustainability Council of Australia (ISCA) for a sustainable design and build. As a subsidiary of International Container Terminal Services Incorporated (ICTSI), VICT is the product of over 30 years' experience at the forefront of global port management.

**For more information please contact:**  
**Patrick Chan at pchan@vict.com.au or**  
**call on 0438 357 226**  
**www.vict.com.au**



Westpac is Australia's oldest bank and company, one of four major banking organisations in Australia and one of the largest banks in New Zealand. We provide a broad range of banking and financial services in these markets, including consumer, business and institutional banking and wealth management services. Our business banking teams are responsible for sales and service to micro, small-to-medium enterprises, commercial business and Private Wealth clients in Australia. The division also provides specialist services for cash flow finance, trade finance, equipment finance, insurance premium finance, property finance, treasury and auto finance loans.

**Contact Philip Marquez, Equipment Finance Manager on 0466 931 539 or at philip.marquez@westpac.com.au**

## 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)





# SAVE 8 cents per litre on Shell diesel at the Shell Truck Stop Network\*

Special Shell Card offer for VTA Members

Viva Energy are pleased to offer Victorian Transport Association members a discount on new Shell Card accounts with Viva Energy.

**SAVE up to 8cpl on Shell diesel** with Shell Card transactions at the national Shell Truck Stop network

**SAVE up to 5cpl on Shell diesel** across the entire Shell Service Station network  
**Zero Card fees** for the first 6 months

**Enquire NOW**

Visit [vivaenergy.com.au/vta](http://vivaenergy.com.au/vta)

Offer valid for new Shell Card customer only. Offer valid for VTA Member only.  
\*See Enquire Now link for full list of terms and conditions.