



# SADA Newsletter

## February 2018

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### The Murray Darling Basin Plan

The last week has been filled with commentary and vitriol regarding the Murray Darling Basin Plan and its fate. South Australian dairy farmers are the last productive users of Murray River water before it heads into the Coorong. The water is important environmentally as it passes the lower lakes dairy farms, but in many ways these dairy businesses are the canaries for the river. If there is a problem, our farmers are the first to wear it. For this reason, the political manoeuvring displayed in the Senate last week are troubling. The behaviour is indicative of an intemperate political carelessness that just demonstrates how reckless some politicians are prepared to be with regional communities in South Australia and the people who work in those regions.

The Murray Darling Basin Plan was written in 2012 to allow adaptive management, with enough flexibility to utilise new knowledge and to adjust operational management of our rivers to get better ecological outcomes while providing a level of certainty for the river and river communities. While not everyone in the Basin likes the Plan, everyone has been working towards achieving it and delivering a balanced plan.

We have seen an escalation in brinkmanship from all parties that has now entered the domain of stupid. Labor and the Greens with their intransigence have undermined jobs and the future of many regional South Australians. SADA believes it is simply time for everyone to stop playing games and get back to the table to sort this mess out.

### Election Time Line

SADA has now completed its election policy and passed it on to all the major parties in the South Australian Election seeking comment from those parties. When/if that comment is received we as an organisation will be able to advise members of the responses we have received from the parties.

By 29 February, we hope to have received the responses which will help us to create a score card on the various issues that SADA has canvassed. We will then allow another week to chase up any point of confusion or uncertainty so that by the second week of March the score card can be forwarded to all members for their consideration.

Watch the SADA website for updates as they come in.

### Milk Price Index

In November 2017, the Australian Government announced that a provider had been selected to implement a milk price index for dairy farmers. The announcement heralded a "critical step towards delivering a key element of the Coalition Government's Dairy Support Package" and that a consultancy group would "commence building this useful tool for the Australian dairy industry to better understand and interpret price signals".

The announcement over last weekend was that the Department of Agriculture and Water Resources and Webber Quantitative Consulting Pty Ltd have mutually agreed to terminate the contract for delivery of a commodity milk price index.

The SA Dairyfarmers Association is reliably informed that the Department of Agriculture and Water Resources remains committed to the Milk Price Index. The project will proceed, delivered via alternate means.

Through ADF, SADA remains in close communication with the Department regarding this matter, and we will soon be invited to meet Government officials to consider next steps. ADF, in concert with industry, has ensured that the Government clearly understands the industry's commitment to seeing this project come to fruition, and we will continue to represent your interests as we proceed through next steps.

The Department expects that the index and associated resources will become available to industry during 2018.

## The Trans Pacific Partnership and its impact

In the past month Australia has signed the revamped version of the Trans Pacific Partnership. This is the version that will operate without the United States being a participant. It opens up Australia to a freer market place. From an Australian perspective it opens up opportunities for the primary sector here and with the US out of the competition market place it's pretty good news for the farmers.

The big benefit appears to be for farmers so long as the Trump administration doesn't launch into a program of aggressive subsidies in the dairy sector. The TPP should help Australia sell more beef, sugar, rice, dairy and wheat. It should also be easier to export wine and seafood.

Nevertheless, Australian farmers will still have to compete against other countries which are also endeavouring to take advantage of more open trade.

John Droppert, a senior analyst with Dairy Australia, says the removal of tariffs on cheese products into Japan will be a substantial improvement.

"We put about 80,000 tonnes of cheese into Japan every year," Mr Droppert explained.

The deal would have covered about 40 per cent of the global economy and a quarter of world trade if the United States had participated in the arrangement. The Australian Industry Group says it would have naturally been stronger with the participation of the US.

But Dairy Australia asserts that the absence of the US from the deal is a positive for the Australian dairy industry because it removes a substantial number of competitors from the market place.

"The US has in past years ... been a real cost competitor into Japan. They tend to compete on price, so of course the more tariffs and barriers they face, the more difficult it is for them to do that. It's only a good thing for us that the US has excluded themselves from that agreement," Mr Droppert said.

As part of the SA Dairy Industry Action Plan SADA intends to continue to place the South Australian product on the front foot promoting our ability to provide premium product into a Pacific region that is developing a greater taste for quality dairy products.



## Tinder for Cows

Time to swipe right on the latest tech from the CSIRO and the University of Tasmania's recent partnering which has seen collars on Cows that will work for them on the way Tinder works for the unattached and young adults on a Friday night in Hindley Street.

A collar will tell you all you need to know about the lady in your paddock and the information that it collects will read like the bio on Tinder. You'll find out what she's been eating, how she's feeling, how your management practices are affecting her and when she's in heat. This window of information will bring you closer together and you'll understand her a whole lot more than you already do. When and what to feed and when to inseminate must now be beyond the realm of guess work.

It is important to make certain that it AI occurs between 4 to 12 hours of an oestrus event. The problem is that most of these happen at night when you're tucked up in bed. They can easily be missed the next morning.

The collar has been created to check and predict cattle behaviour using predictable and reliable algorithms.

Information collected by accelerometers (that measure movements in three dimensions) and magnetometers (that measure head position – head down, up or tilted and the like) identify behaviours and divide them into 10 categories, including grazing, ruminating, resting, searching, walking and standing.

The categories will be measured to an accuracy of 95 percent and they will also be capable of detecting oestrus events. If her ladyship is in the mood, the technology sends a “swipe right” message to her farmer who is then advised via SMS that it’s time for insemination.

Of course, this technology is available in a number of versions commercially. However, this system measures behaviour in a broad range of categorisations. For example, in identifying an individual cow’s eating patterns in order to optimise grain delivery thus making it possible for farmers to lower their grain costs. Supplementary grain already makes up about 30% of the average Australian dairy farm’s costs so improvements in these areas must always be welcome.

Unwell cows also impact a farm’s earning capacity. So, the CSIRO are extending trials aimed at identifying behaviour patterns for illnesses as early as possible. Diseases targeted include mastitis and lameness. A stitch in time saves nine.

The Sense-T program collects data and uses it for purposes for which it may not have been intended originally. Behavioural data collected from cows wearing CSIRO’s cow collars, combined with soil moisture data, for example, can be used to estimate water quality in local rivers.

For example, if you know where your animals have been, and you know the soil is moist and there’s been a recent precipitation, there’s a strong possibility that the nearby watercourse is carrying a high faecal load – and that could directly impact on aqua culture farmers downstream.

Tinder for cows, it’s about no regrets in the morning.

## Vegan Movement

“If God didn’t want animals to be eaten, why did he make them out of food?”, was a recent post put up by an anonymous contributor on a pro-vegan website.

Recently, North American organisation has funded a pro-vegan campaign in Melbourne. The vegan movement claims it isn’t trying to hurt famers, to them farmers are collateral damage in a moral crusade and it is important to



remember that for vegans the whole argument is based on a moral position.

We have every right to be proud of our industry which provides many foods that have been in demand since animals were domesticated. That isn’t going away. What we do so much better than at any time in the past is the quality of our management and the care that we take with our animal’s welfare.

Some farmers have tried to argue with others in the movement but all that is achieved is the conflict feeds

the story in the ever-voracious media which thrives on dispute.

Our message is simple, we provide food for a community that expects it. We do so with care and pride in our work and the welfare of our animals.

We have the highest standards of animal care in the world and they provide millions of people with food, clothing and other products that are used on a daily basis.

We will continue to operate under those standards and we will continue to deliver quality food products as a dairy industry.

At SADA we don't recommend taking this movement on directly. We recommend expressions of pride in delivering our products to the market place using the highest standards of husbandry to do so.

## **Heavy Vehicle Inspection Scheme Stage Two**

There has been some confusion recently regarding the operation of the Heavy Vehicle Inspection Scheme (stage 2). Consequently, we have taken the following information from the Department of Planning Transport and Infrastructure FAQ document to assist with issues that members may have regarding these arrangements.

### **1. Why is the state introducing a scheme?**

The South Australian Government has committed to introducing a heavy vehicle inspection scheme that addresses coroner recommendations that all heavy vehicles should be subject to a periodic inspection regime. The intent of the scheme is to identify, monitor and mitigate un-roadworthiness as a causative factor in crashes on South Australian roads, and to increase heavy vehicle safety.

### **2. Why is the focus on heavy vehicles?**

Heavy vehicles are overrepresented in fatal crashes. Due to their mass and rigidity, heavy vehicles can contribute to the severity of the crash, have a higher fatality rate when compared to the light vehicle fleet and equally are involved in a disproportionately high number of crashes that result in serious injury. Following a series of fatal crashes on the South Eastern Freeway, subsequent coronial recommendations included that all heavy vehicles should be subject to a periodic inspection regime. A state-based scheme provides South Australia with the opportunity to conduct inspections on heavy vehicles that otherwise would not undergo any form of inspection in their lifetime, unless issued with a defect notice.

### **3. What were the results of stage one (Change of Ownership Inspection)?**

Information gathered from stage one has identified that there are significant issues with the roadworthiness of heavy vehicles in South Australia with 62% of vehicles failing the initial inspections. Common faults may be hard to identify through regular use and driver awareness alone.

### **4. Why is the age of a vehicle a concern?**

Many variables may contribute to vehicle non-compliance including kilometres travelled, location, how the vehicle is stored, intended vs actual use, and maintenance practices over time. Age is a common predictor of high non-compliance. This predictor is evidenced and supported across many data set comparisons including national Surveys conducted across all jurisdictions by the NHVR.

### **5. What vehicles are included in stage two of the scheme?**

All heavy vehicles and trailers with a Gross Vehicle Mass (GVM) or Aggregate Trailer Mass (ATM) over 4.5 tonnes (refer to table next page).

Primary Producer vehicles have concessional registration, not conditional registration and are included as vehicles in scope. Primary Producers can apply for conditional registration, known as restricted primary producer registration.

## 6. What vehicles are exempt in stage two of the scheme?

Vehicles in the National Heavy Vehicle Accreditation Scheme (maintenance module), Restricted Primary Producers, club registered, and certain SPV vehicles will be exempt from stage two requirements at this time (refer to table below).

This exemption is due to national accreditation practices, the nature of the intended use, subsequent registration restrictions and/or conditions imposed eg. Restricted Primary Producer vehicles are restricted in use to a maximum distance of no more than 30km travel between parcels of land worked in conjunction with each other by the primary producer.

## 7. When will stage two commence?

Stage two of the scheme is expected to be rolled out in the second half of 2018. The transition will allow for varying factors including registration patterns and readiness of industry to deliver the scheme. More information is expected to become available during April/May 2018 after the tender responses are evaluated.

## 8. Will there be more inspection stations available in stage two?

The recently released tender documents serve to address concerns raised by heavy vehicle owners relating to accessibility of inspection stations and maximum travel times for state wide delivery. Inspection stations are expected to reflect the inspection demand.

## 9. What is the cost of an inspection?

Costs of the inspection are expected to be determined through the tender negotiations. These have been capped at \$268 per initial inspection, however, are expected to settle to a lower amount.

## 10. How long does an inspection take and what is assessed?

On average inspections should take no more than one hour. All heavy vehicles are assessed for compliance against the National Heavy Vehicle Inspection Manual (NHVIM). This manual has been developed and revised by the National Heavy Vehicle Regulator (NHVR) to enable a nationally consistent roadworthy approach to heavy vehicle inspections.



Government of South Australia  
Department of Planning,  
Transport and Infrastructure

### Heavy Vehicle Inspection Scheme (Stage Two) Requirement

Registration		Inspection requirement	
Intended vehicle operating configuration and conditions	State Vehicle last registered in:	Inspection pre-requisite Vehicle of any age	Vehicle aged over three years from year of manufacture at Change of ownership if inspection certificate not current. Vehicles aged 4, 6, 8 and annual after 10 years from year of manufacture.
Rigid Trucks and Prime Movers towing a single trailer (e.g. 1R, 2R, SR and SP configurations) Heavy trailer (e.g. <u>TS</u> )	SA	No ID inspection required	<ul style="list-style-type: none"> <li>Inspection by Authorised Inspection Station.</li> <li>Roadworthy only to be undertaken by DPTI if:                             <ul style="list-style-type: none"> <li>Entering the NHVR Maintenance Accreditation Scheme</li> <li>Livestock Loading mass exemption required</li> <li>FIRS registration required</li> <li>Used in a Restricted Access Vehicle (RAV) combination</li> </ul> </li> </ul>
	Interstate	ID inspection required	
Road trains B-Doubles (e.g. MU configurations) Motorhomes/Campervans Buses	SA	No ID inspection required	<ul style="list-style-type: none"> <li>Roadworthy by DPTI only</li> </ul>
	Interstate	ID inspection required only	
Restricted Primary Producer Vehicle Club Registration Vehicles (All configurations)	SA	No ID inspection required	Exempt from periodic Inspection requirements
	Interstate	ID inspection required	Heavy Vehicle periodic Inspection <u>not required</u> at this stage due to restricted conditions of use. Change of ownership inspection still applies to Restricted Primary Producer if inspection certificate not current.
Special Purpose Vehicles (SPV) Truck based Special Purpose Vehicle ( <u>TSV</u> ) Plant based special purpose vehicle ( <u>PSV</u> ), Over mass Special Purpose Vehicles ( <u>OSV</u> ) Restricted Miscellaneous	SA	No ID inspection required	Unrestricted SPV with registered configuration code <u>TSV</u> and all Restricted miscellaneous <ul style="list-style-type: none"> <li>Inspection by Authorised Inspection Station</li> </ul>
	Interstate	ID inspection required only	SPV with registered configuration code <u>PSV</u> and <u>OSV</u> are <u>exempt</u> from requirement due to intended use and restricted conditions for use such as location limitations and speed restrictions.

\*\*\* South Australian Scheme Inspection Certificates are valid for 12 months from date of inspection.

\*\*\*\* Stage One Change of Ownership requirements still apply if scheme inspection certificate not current. Heavy vehicles three years or older, registered for the first time in South Australia, require an identity and roadworthy inspection for the transfer.

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-  Motor Vehicle
-  Personal Legal Liability
-  Domestic Workers (WA only)
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