

CELEBRATING 30 YEARS | 1987 - 2017

A Trip Down Memory Lane



HISTORY OF LEADERSHIP OF THE LIVESTOCK, BULK
AND RURAL CARRIERS ASSOCIATION



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INTRODUCTION

Back in 1952 a group of truck drivers wheeled a barrow containing a copy of the Australian Constitution, from Melbourne to Sydney. It took 11 days and took less time than a parcel sent at the same time by rail.

This led to the Hughes and Vale High Court case - that was won and consequently, interstate trucking became legal and a reality.

3000 trucks blockaded the NSW highways in protest over a new Federal Road Tax in 1979. They wished to change axle weights, legalise the use of CB radio in the truck and make uniform speed limits.

Livestock carriers had been placed in a desperate predicament as all those on the road that night knew. To support the protest, stock had to be left in saleyards or if on the road, pulled up with the animals still on board. It was a genuine animal welfare issue.

There were several victories following this blockade; the legal use of CB radios, a 38-tonne weight limit and the removal of the proposed Federal Road Tax - but at a cost!

This marked the beginning in the change of public sympathy towards trucks.

The outcome led to the formation of a fledgling association looking for positive outcomes to industry problems and positive solutions to match.

In 2017 the Livestock, Bulk and Rural Carriers Association celebrates the 30-year history of the people and companies who assisted in the evolution of the key livestock, bulk and rural carrying association in NSW.

This book contains a short history of leadership within our Association and is dedicated to our members and sponsors, both past and present. Thank you for your support. This support provides us with a stronger voice to keep up the fight for safer roads, fairer roads and less red tape!

“What must be remembered is the fact that through the Association there is a unique opportunity to control your own destiny and the prosperity of an industry that has seen its fair share of struggles” – Mick Byrne, LTANSW Committee Member

CHAPTER ONE
THE EARLY DAYS



THE EARLY DAYS

In 1984, a group of men met in Dubbo; Ian Walker, Bruce Dickinson, Cec Hayes, Harold Thompson, Noel Hoare and Jim Savage. They decided to form a livestock transporters association in NSW, spreading the word, spending their own time and money to get the momentum going and to get it off the ground following Bruce McIvers' moves in Queensland.

It was tough going. There was 38-tonne weight limits and tri-axes but still the maximum height for crates was 4.3 metres and heavy wood sided crates and trailers were the norm.

By late 1984 our industry was exploring every option to increase productivity. Finemores in the south built monocoque 3-deck crates with aluminium strips on the side and aluminium drop decks. In the north Jim Savage worked with the Byrne Brothers to evolve new concepts - fibreglass then aluminium. Ron Shanks was also working with aluminium.

That same year, the NSW Labour Government working through the Minister for Agriculture Mr Jack Hallam, decided to appoint a new chairman to the NSW Meat Authority with the task of reforming the structure of the meat industry. The Chairman, John Carter, called a meeting of all the players including abattoirs, saleyard operators and the new Livestock Transporters Association of NSW (LTANSW), representing transporters. Jim Savage and Gary Walker attended and struck up a close connection with the authority.

The first outcome was a campaign to allow drivers to become permit officers for the then PP Board. Importantly, everyone agreed on the need to increase axle weights. Many suggestions were on the table nationally with the work Bruce McIver was doing in Queensland through the Road Transport Forum (now referred to as the Australian Trucking Association).

The Government announced in 1985 that Minister Hallam would lead a delegation from the NSW Meat Authority and LTANSW to meet Mr Brereton, then Minister for Roads and Ports. The discussions included minimising bruising and stress on animals in fully loaded trucks, savings of \$10 million in freight bills for the meat industry, removing the risk of fines for overloading and a strong recommendation from the LTANSW to increase weight limits to either 41.5, 42 or 42.5 tonne.

In February 1986, the Premier announced the upper limit would be increased to 42 tonnes at a meeting in Cooma NSW. The only opponents to the increase were the local government associations. A great victory was had. The NSW Meat Authority, advised by Jim Savage, pushed for a 42.5 tonne limit at a later symposium with a 1 tonne tolerance, that was to be granted under a paid permit system.

Meanwhile, a new discussion with all the players in regards to saleyard standards, loading ramps and quality stock crates continued. The monocoque crate came into its own. Finemores became 4 decks. Byrne Brothers evolved the iconic Byrne 4 decker and they came aboard as sponsors of the fledgling association.

"But when we as an Association take a decision, it is up to each-and-every one of us who voted in favour of that decision to talk in favour of it. And it is up to each-and-every one of us who did not win, to work within our Association to promote the broader interests of our livestock transporting industry" – Alan Murphy, LTANSW Vice-President

Late 1986 the association was reborn with Jim Savage as chairman. Noel Hoare was his lieutenant, working alongside the Australian Livestock Transporters Association (ALTA) and the ATA federally. Jacqueline Brotherton was secretary. Both Cec Hayes and Gary Walker worked in the Secretariat along with Harold Thompson and Bruce Dickinson who was quietly handing over to his daughter-in-law, Jacqueline as Ian Walker had previously done with his son Gary. Cec Hayes already had plans for his son, Barney.

The task to gain members and finance for the new association had so far cost this group so much, both financially and time, but already the gains for every livestock carrier in NSW had been enormous.

In early 1987, the association sent a delegate to an animal welfare conference where the word 'animal liberation' was first coined. The debate that good animal welfare was good livestock haulage quickly followed. The LTANSW had used their conduit to government and the NSW Meat Authority through the help of local member Gerry Peacock and Minister Jack Hallam to push our case forward.

It was a group of Australian men and women who woke up every day with the aim of making what seemed impossible, possible and who kept pushing against those who woke up and set out to make what was possible, impossible. It was to become the association's mantra.

The time had come to create an office to employ someone to coordinate, organise, lobby, and find sponsors. Enter Robert Gunning.

1987 is considered the year of inauguration. The year of gluing the pieces together.

The President Jim Savage had a new partner to progress issues, to set about establishing a formal Secretariat including a register of members. They had runs on the board, a link to the government and the RTA and a man in a suit, Robert – not to mention a Chairman in his favourite brown shorts.

In early 1988, LTANSW gained recognition as an independent industry association from the NSW government, by exclusive appointment, to inform and report directly to the Road Freight Transport Advisory Council on transport matters. This was a significant event that paved the way for the strong and unique relationship the LBRCA has with government today.

The first conference was held in Dubbo in 1988 and 150 delegates attended with the original committee finding the finance often from their own pockets. They were joined by Byrne Brothers (now Byrne Trailers), Shanks (SCTEG) and Dickinsons (Truck Art) – all crate manufacturers who were all to become long term sponsors.

Dark clouds hit the road in 1989, with two fatal bus crashes at Kempsey and Grafton. Former Ministers Bruce Baird and Wal Murray introduced a 90 km/h speed limit. It was a disaster for trucks that had been designed to cruise in their sweet zone of 100 km per hour - an impost on the efficiency of every truck.

The association put the case for the speed limit to be put back to 100 km/h with all trucks to be retro-fitted and new ones fitted with speed limiters. Trials were conducted by long term sponsor Cummins, showing how efficient speed limiters could be to the politicians. The Bill was repealed and the iconic 100 km/h speed limit sign returned to the back of trucks. It was positive in 1989 to find a solution to a very real problem.

'I'm happy to put my time into the Association because I know it works for the benefit of all livestock transporters – big, medium and small' – Gordon Martin, LBCA President

The debate on crate heights continued with 4.6m desperately needed. Crate builders evolved wonderful new crates. New suspensions were being trialled with air bags, aluminium wheels and of course tubeless tyres. The aim was height, weight and increasing durability.

The move to 45ft trailers for general freight led to 4 deck stock crates being built. Queensland had achieved volume loading for 41ft crates. Our association asked the Government for the same and a series of trials were conducted. Comparing the two models, the association decided to recommend in 1993 that only 41ft crates be built under the ADR rules if they were above two deck sheep height. It became law. And the battle to get a livestock loading by volume model that meant a truck could travel throughout the east coast legally, began. It was to prove a long journey.

Jim Savage, Maurice Finemore and Gary Walker fought hard on all levels of government on the issue. They pointed out, the history and folly with the railways and their different gauges for different states - all to no avail.

The issue of registration charges that had led to trailers being registered out of state continued. The continued fight against increasing fuel taxes went on. However the battle about tachographs was finally won in 1994. The word flexibility that is vital to livestock welfare was listened to on the issue.

The AVDATA truck wash scheme was born and grew – a huge breakthrough to what has been a wonderful victory for stock health, effluent management and just plain convenience for the industry. A positive outcome.

Many members were now serving on the committee. Local operators were using the association to help solve local issues in regards to truck washes, yards, access and bridges. Many names are listed in this book who went under the radar. As the decade finished Gordon Martin became President, still having to deal with the issues of access, crate height and the ever-present threat of fuel taxation and in came a new executive officer Andrew Higginson, following the retirement of Robert Gunning.

A new chapter began.

KEY EVENTS

- 1988:** Inaugural LTANSW Conference held in Dubbo
- 1989:** Speed limiting introduced by Federal/State governments
- 1992:** Push for a livestock loading scheme by LTANSW
- 1992:** 4.6m 'as of right' access road system commenced
- 1993:** LTANSW lobbies for sensible national regulation charges, suggested by the NTC
- 1993:** Federal government increases diesel fuel excise by 20% and sales tax by 10%
- 1993:** ADR bans 45ft livestock trailers effective 29 September
- 1994:** Death of the tachograph debate
- 1994:** NSW Truck Wash (EASE/AVDATA) system expands to 6 saleyards
- 1994:** NSW Livestock Loading Taskforce Launched, represented by G. Walker/J. Savage
- 1994:** Major progress in extending road train access in NSW
- 1994:** Rating systems for saleyards pursued
- 1996:** Approval granted in NSW to tow dollies behind single prime movers
- 1996:** National road transport charges introduced on 1 July

CHAPTER TWO

LINKING THE CHAINS



LINKING THE CHAINS

The second decade of the Association saw the coalition government fall and Bob Carr leading Labour into government for the next sixteen years. It was very different to the former labour government of the 1976 -1988 period – a period where so much had been gained in rural NSW.

There were a lot of new ministers to deal with and there was now not a lot of interest in rural NSW.

The association worked very hard to come forward with progressive ideas of such things, in particular access for B Doubles, the issue of livestock volume loading, crate heights and registration charges.

The issue of super dog truck and trailer combinations were introduced in 1997 for bulk carrying but opposed for livestock as a means of preventing the New Zealand model from evolving here in Australia. At-this-time, transported stock statements became accredited.

The links between the ATA, NASA, ALTA and our association were greatly strengthened and the office became linked through Andrew Higginson and Robert Gunning, working with all the bodies wherever there were gains to be made or issues to be sorted. The links with Ron Finemore at the ATA and our leaders became extremely important.

Gordon Martin led the charge on access, height, the fuel tax debate and the need for close cooperation with government. This was an area where Noel Hoare had also worked relentlessly. A great deal of money was raised by a few key people, to allow this team approach to be built.

The need to enlarge the association to include bulk carriers came onto the agenda in 1997 as Joe Sepos took over the presidency. Both he and the following presidents Bob Richardson, Barry Sutcliffe and Robert Cavanagh developed the idea of enlarging the association. The need to collaborate with sponsors to help fund the association were to become a vital cog in the industry drive for productivity, safety and stock welfare.

The crate manufacturers had been there so strongly from day one. But now key truck manufacturers such as Paccar and Western Star came aboard, the insurance companies led by Richard Bruxtus of Western United, Owen Driscoll of NTI and Tim Wedlock/Michael Donaldson from AEI Transport enlarged their input as did the likes of BPW Transpec and JOST.

In 2000 a driver survey was conducted with a broad questionnaire. The two key responses to the main issues for drivers were stock preparation and secondly ramps and yards. 95% of drivers voiced these concerns. Our leaders had been drivers who had built companies, now the door had opened to bring drivers into the Association.

The extension of the AVDATA system grew, working with NASA on a National level. It was the key to the Association's campaign to deal with effluent, disease, and just plain common sense for the industry.

"We must continue to make this association work through our commitment. We must make sure that everyone has a place in our Association no matter what size business they run" – Gordon Martin, LBCA President

In 2000 a Bulk Subcommittee was established, driven by Neville Sellens. The association then changed its name from the LTA of NSW to the Livestock and Bulk Carriers Association (LBCA) on 16th September 2004. And so, a new era began, with new players, new sponsors and new issues to be dealt with. The fox terrier of the association, Ian Pendered, became the first bulk Vice President with Craig Congram, the Vice President for livestock under the reins of the President, Robert Cavanagh.

The interaction of this period with the Federal scene proved vital and our members filled many Federal positions, helped fund them, and consolidated issues such as taxation and interstate registrations.

Most importantly, now the links between north and south were firmly welded together with the Finemores, Ron and Maurice and Paul Pulver combining with the south-western guys often described as the wise men – Alan Doig, Alan Murphy and our microphone man Ben Pisasale along with our much-respected treasurer, Phyllis Jones.

Perhaps there was a lot of welding being done by the Hayes family in the centre of the State. Out west the Walkers and Phil Harris kept the road train issues alive. By now so many members were quietly doing things in their own patch using all three tiers of government. The association had become solid, strong and just needed more support from the various state government ministries and bureaucratic departments to get the positive changes that were needed for a rural industry. An industry that had become truly regional when Homebush and Riverstone and several abattoirs on the South and Central Coast were closed.

Our leaders had secured members, sponsorships and fully utilised our secretariat at head office to its fullest extent. Despite our name changing, there was room for everyone to play a part and the generosity of time and money given to the Association by its executives had been amazing.

Interestingly, at the very beginning, the need to legalise CB's had been fought and won. Through the eighties, they became a vital tool and were an early form of social media. They were a tool for helping control fatigue management and they became a way of life. By 1990 the mobile phone appeared in the form of 'the brick' phone. It was to revolutionise the trucking industry. In the next ten years, we went through analogue, digital and then the G phone. Finally, the broken down public phone was joined by the ones that worked.

The association led the charge to get mobile services across rural Australia.

The driver, whether an owner-driver or an employed-driver was linked to head office. To the owner driver, head office meant his wife who was running both the accounts and the family from home. She was taking the bookings and doing the coordination. Now the driver could run everything from the cabin of his truck. Fleet managers had a direct line to their drivers. It led to massive change and efficiencies. When you combined the advent of the B Double, vastly increased road train routes, large regional abattoirs and yards and the growth of feedlots - it was quite a revolution.

Within the association, the communication revolution meant far more members could work in committees guided by the executive team. The need for standardised dimensions, weights and regulations had become far more urgent as large fleets serviced the east coast and indeed the

"We must never forget that the whole purpose of the LTANSW is to influence Government – it's to influence governments on common issues affecting livestock transporters in our state. As we go through the years, and as we tackle issue after issue, it's often too easy to forget that that's why we have an Association" – Robert Cavanagh

whole nation. The gap between regulators and the industry began to close as the public demanded safety and animal welfare. Pressure for action on the issues had been building with lots of hard work by the association.

Nationally a new system of log books became work diaries, which were introduced as the decade finished. The log book had become a fatigue management tool and the aim was accountability and responsibility.

The association asked for the key word flexibility. That was theoretically built in to the concept of standard BFM and AFM in what was to become a very complex problem for the livestock driver. The decade ended on that note.

KEY EVENTS

- 1997:** Livestock cartage rates on the agenda again
- 1997:** A livestock loading scheme is ramping up in NSW
- 1997:** Super dogs and truck/trailer combinations introduced
- 1997:** New driving hours introduced including 100k work diary exemption in NSW
- 1997:** Primary producer concessions strictly limited following lobbying by LTANSW
- 1998:** LTANSW lobbies successfully for removal monitoring devices for NSW HV's
- 1998:** LTANSW attends the Transport Safety Summit in Bondi
- 2000:** Effluent on the agenda again
- 2000:** LTANSW accredited as a Transported Stock Statement (TSS) Accredited Provider
- 2000:** Bulk Sub-Committee established (initiated by Neville Sellens)
- 2001:** LTANSW initiates a 'terminals' program for our bulk carriers
- 2001:** CENTROC Weight of Loads Group is established in NSW
- 2002:** Road Transport Efficiency Bill legislation developed
- 2003:** CoR requirements earmarked to become law
- 2004:** LTANSW changes name to Livestock and Bulk Carriers Association of NSW
- 2004:** LBCA lobbies hard for safer loading ramps.
- 2005:** Grain Harvest Loading Protocol (GHLP) Issues paper released – the early GHMS
- 2005:** LBCA lobbies for greater access to heavy vehicle truck wash facilities
- 2005:** LBCA lobbies for greater flexibility in driving hours to align with other States
- 2005:** Third Charges Determination Report released by NTC – overcharging start
- 2006:** New Concessional Mass Limits (CML) arrangements established
- 2006:** NSW Fatigue Regulations come into effect
- 2006:** LBCA lobbies successfully for a drought assistance package
- 2006:** Width concessions introduced for heavy vehicles in NSW

CHAPTER THREE
HERE FOR THE LONG HAUL



HERE FOR THE LONG HAUL

The last decade of our thirty-year journey started with the original president returning to the role in 2007. Jim Savage had remained loyal to the Association from its original birth. And like a cattle dog keeps attacking the issues with unfailing enthusiasm and skill, he was once again working with the executive and key players to continue to lead the association through its positive journey.

The introduction of the work diary saw Roads and Maritime Services hold large numbers of explanatory meetings for drivers, informing of the different levels. It was a national scheme and very complex for both drivers and enforcement officers on the road. The association argued strongly the need for flexibility to comply with the unique requirements of the livestock industry. That discussion continued under the leadership of Jim Savage, Barney Hayes, Jock Carter and Lynley Miners.

A grain transport code of practice was released in 2007 and a Road Freight Advisory Council was formed, with Jim Savage appointed as the LBCA Representative. A great deal of work was done to push the livestock loading model and more work with RMS executive, to get positive outcomes on safety, compliance and increased productivity. The discussion on the role of Chain of Responsibility continued.

Then in 2011 the government changed and the former Shadow Minister for Roads and Ports, the Hon Duncan Gay became the Roads Minister. Like Jack Hallam, he had a rural background, had owned a stock truck and was determined to drive change in rural NSW. In 2012 a Livestock Loading Scheme in NSW along with a 4.6 stock crate height, was announced. Just as back in 1986, some local councils resisted.

By now the National Heavy Vehicle Regulator (NHVR) had been formed and after 20 years of negotiation, a truck could travel legally on RMS roads up the east coast.

Perhaps the work that everyone in the association had done over the years to get positive outcomes to industry problems had come of age.

RMS executive officers were joined by high ranking NHVR senior officers and came out to help the industry convince those councils that refused access, as to the merit of the scheme. It reflects positive power and partnership and this was unthinkable when the association began.

It was fitting that Barney Hayes was President when this milestone was achieved.

The government continued with two rounds of Fixing Country Roads programs, bridge rebuilding programs and a \$10 million dollar grant to upgrade Truck Washes as the effluent issue took front line again.

Our team of crate builders built effluent tanks for new and old trailers. What happens to the effluent and why it is produced remains to be solved! Perhaps it will come into the hands of the Chain of Responsibility machine.

Enormous road works have been achieved on the major highways, the 100 km/h speed limit was enforced, a policy put in place by the government of the day. And with enormous input by

“We won’t always agree on everything but the idea is that we talk about an issue, and then we agree a way forward” – Jim Savage

the LBCA it has now become a reality. When the North West Connex opens next year a truck will travel from Wagga to Branxton with not one set of traffic lights. In contrast, in 1986 there were 256 sets of lights from Goulburn to Maitland.

Numerous issues were resolved at LBCA Heavy Vehicle forums with the government, the RMS, the NHVR all working positively together.

This decade saw the old president handing over to three Presidents of the next generation. They were all behind the scenes, quiet achievers.

We saw the resignation of Robert Gunning and then Andrew Higginson who handed over to a second-generation officer, Emma Higginson who then resigned to work for Minister Duncan Gay. These three Executive Officers had made a huge impact on our association and the industry.

A big loss late in 2015 with charismatic industry heavy weight Noel Hoare passing away on 13 August 2015. Noel was instrumental in the establishment of both the LBCA and the ALRTA. He served as the ALRTA National President 1990-1992 and was inducted as an ALRTA Life Member in 1994 and LBCA Life Member in 2014.

In 2015 the inaugural Young Driver of the Year began, sponsored by Worksafe NSW (now Safe Work). A wonderful positive partnership to foster safety, quality and industry succession.

Then on 2^{1st} September 2016 another name change to the Livestock Bulk and Rural Carriers Association, the LBRCA, on the 21st September 2016. Once again, a reflection of how regional and rural business was being done.

A new Executive Officer came aboard to finish the decade, Bec Coleman. A new hard-working and passionate generation running the secretariat on a tight budget using new technology and going comfortably into meetings with government and industry. We are in good hands.

Before that occurred, Robert Gunning came back at the end of 2015, to lead the campaign to stop the Road Safety Remuneration Tribunal and its 2016 Order in partnership with President Lynley Miners. Without a doubt one of the most important tasks with the association and the Industry in his career.

In 2017, we introduced new Blue Ribbon partnerships with Prime Super, Sloanebuilt and Westfund Health Insurance. These suppliers join long-term supporters AEI Insurance Brokers and Byrne Trailers.

As the decade ends, truck drivers are under camera, phone and surveillance 24/7 by the public, who have very little understanding of the animals, their needs, or the rural industry. One bad picture can be on twitter and Facebook, indeed the world, in one hour. The driver is being tracked by GPS, the phone, the truck computer and the office computers.

Issues including chain of responsibility, access, primary producers, work diaries, effluent and registration are still on the agenda. Our new generation of leaders are looking at new methods to tackle these issues, from all other angles, in-an-effort to seek an outcome and not just a band aid fix.

“The LBCA is a small association. We’ve always looked to punch above our weight. I hope you don’t mind me saying this but a large part of our success is that we don’t have the ‘airs and graces’ of some others – we just have a touch disposition to look after our members and we don’t apologise for doing that” – Phyllis Jones

The links between the RMS, NHVR and the LBRCA have never been stronger as the decade ends in Dubbo in 2017. 30 years of positive productive progress by a new generation of highly competitive Australian men and women who set out to make the impossible, possible – every day.

2017 is a time to be proud of the last thirty years but to look forward to a new generation, with new ideas and greater technology to make our industry more productive, safe and viable for the next thirty!

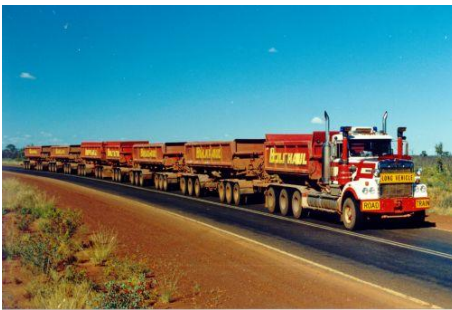
KEY EVENTS

- 2007:** LBCA continues lobbying for a livestock loading initiative in NSW
- 2007:** Grain Transport Code of Practice released
- 2007:** Road Freight Advisory Council established– Jim Savage appointed for LBCA
- 2012:** Livestock Loading Scheme (LLS) in NSW established
- 2015:** Inaugural LBCA Young Driver of the Year awarded to Raymond Sutton
- 2015:** LBCA strongly supports various applications by local councils for funding under round 2 of the Fixing Country Roads programme.
- 2016:** Minister Duncan Gay announces \$10 million in NSW/Federal Government funding to upgrade NSW truck wash network
- 2016:** Road Safety Remuneration Tribunal and it's 2016 Order abolished
- 2016:** LBCA Heavy Vehicle Forum held in Temora
- 2016:** LBCA changes its name to Livestock, Bulk and Rural Carriers Association Incorporated (LBRCA) on 21 September 2016.
- 2016:** LBRCA ramps up issues surrounding incorrect use of primary producer concessions.

















CHAPTER FOUR

LIFE MEMBERS



LBRCA LIFE MEMBERS



CEC HAYES
1995



JIM SAVAGE
2010



MAURICE
FINEMORE
1998



PHYLLIS
JONES
2010



PAUL PULVER
1998



NOEL HOARE
2010



JACQUELENE
BROTHERTON
1998



BARNEY HAYES
2015



BOB
RICHARDSON
2008



GORDON MARTIN
2017

A member may be awarded life membership for outstanding contribution to our Association

CHAPTER FIVE

LEADERS AND ADVOCACY



LBRCA PRESIDENTS AND EXECUTIVE OFFICERS

President	Period	Executive Officer
Jim Savage	1985 - 1992	Robert Gunning
Maurice Finemore	1992 - 1994	Robert Gunning
Gary Walker	1994 - 1996	Robert Gunning
Gordon Martin	1996 - 1998	Andrew Higginson
Joe Sepos Snr	1998 - 2000	Andrew Higginson
Bob Richardson	2000 – 2002	Andrew Higginson
Barry Sutcliffe	2002 - 2004	Andrew Higginson
Robert Cavanagh	2004 – 2006	Andrew Higginson
Jim Savage	2006 – 2011	Andrew Higginson
Barney Hayes	2011 – 2014	Emma Higginson
Jock Carter	2014 – 2015	Bianca Brownlow
Lynley Miners	2015 – Current	Rebecca Coleman

KEY LBRCA ADVOCACY

Over the past 30 years, the LBRCA and our members have successfully advocated on a range of issues relating to:

- ✚ **Productivity:** NSW Livestock Loading Scheme, NSW Grain Harvest Management Scheme (previously GHLP), Access: Road Train, 4.6m, HML, LLS, GHMS, 26m B-double, Concessional mass limits
- ✚ **Safety:** Fatigue and work diaries, Chain of Responsibility, Effluent management and enforcement, Saleyard rating systems, Saleyard rating systems, Heavy vehicle monitoring devices, loading ramps
- ✚ **Animal Welfare:** Loading ramps, crate standards, effluent management, animal handling practices, curfewing
- ✚ **Compliance and Enforcement:** Fairer on-road enforcement, sensible compliance, consistent enforcement, education programs.
- ✚ **Business Viability:** Road transport charges and taxes, cartage rates primary producer concessions
- ✚ **Industry Succession:** Young Driver of the Year, apprenticeship programs

CHAPTER SIX

OUR YOUNG DRIVERS



LBRCA YOUNG DRIVER OF THE YEAR AWARD

Workforce management and planning are key challenges for the heavy vehicle transport industry. Specifically, the industry faces challenges in attracting, training and retaining young workers to undertake a career in the industry.

The LBRCA Young Driver Award aims to fill this gap.

In 2015, the LBRCA introduced the Young Driver of the Year Award to recognise outstanding young drivers under 35 who demonstrate a best practice approach and commitment to driving and safety.

The Award, sponsored by SafeWork NSW and the LBRCA, aims to promote rural transport as a viable, long term career choice.

Raymond 'Reggie' Sutton from Wagga Wagga is the inaugural recipient of the award, receiving his title at the 2015 Annual LBRCA conference in Jindabyne.

Jeremy Horne, an owner-driver from Hillston took out the coveted title during the announcement at the 2016 Annual LBRCA Conference in Bathurst.



2015 Winner
Raymond Sutton



2016 Winner
Jeremy Horne

CHAPTER SEVEN

MEMBERS HONOUR BOARD



MEMBERS PAST AND PRESENT

A & JL McDonald	Day's Freight Lines	JT & HM Savage	R & K Whitbread Transport
A.B Keen Transport	DC Kleine Livestock	JTY Livestock Management	R Sutton Transport Pty Ltd
A.D Callaghan	Deniliquin Freighters	K & J Hardy	R&K Ostler Livestock
ABC Freighters	Denis Anderson Transport	K&S Packham	Transport and Contractors
AD & KM Callaghan	Des C Manson Pty Ltd	Kelly's Transport	Redwing Transport
Adam Manwaring Transport	DFH livestock Transport	Kelvin Baxter Transport	Reids Transport Berridale
Adelong Transport	Dick Colless Transport	KH & RE Blake	Rhye Livestock Transport
Advantage Grain Services	Dick Smith Transport	Kieran Pascoe Transport	Richard Brangwin
P/L	Divall's Earthmoving &	Kilner Livestock Transport	Transport
Agra Enterprises	Bulk Haulage	Kimeric Transport	Richard Worner Transport
AJ & TA Maloney	DJ & KE Millard	Kinghams Livestock	Richardson Bros Transport
AJ Clark Transport	DJ & M Paterson Transport	Transport	Rig Radio
Akazien Hof Grain and	DK & CA Cormie	Kingswood Sand and	Riordan Grain Services
Fertilizer	DM & KA Sheridan	Livestock	Riverluck Transport
Alan Wood Livestock, Grain	DMK Freighters	Kleine Livestock Haulage	RJ & CM Kelly
& General Transport	Donna Valley Fodder	KLR Trucking	RJ & SD Swanborough
ALL Contracting	Downes Rice Hulls	KM AG & KM Horan	Transport
Allan George Linnett	Dun Brothers Transport	Kyeema Livestock Co.	RJ Willaims & HA Kelly
Amarant Trucking	Dundon Livestock Services	L & C Sinclair	Robert Nicholson Transport
Company	DW & AM Cameron	L & G Bird Livestock	Services
AMC Transport	DW & KL Hedges	Transport	Robertson Haulage
Andlyn Transport	EG Jolly Transport	L&S Matthews Rural	ROC Hydraulics
Andrew Haulage	Ellenvale Transport	Contracting	Rodney's Transport Service
Andway Pty Ltd	Eren Transport	LA & JC Riggs	Rofe Transport
AR Lund	Farmtrans Pty Ltd	Lake Road Transport	Ron FinemoreTransport
ARM Livestock Transport	Federation Bulk Haulage	Langfield Haulage	Ron Watts Livestock
Aus-Ki Contracting Limited	Fellows Bulk Transport	Laurie's Haulage	Transport
Aussie Bulk Haulage	Ferguson Carriers	LAW Haulage	Ross Haulage Tamworth
B & C Walker Stock	Fife's Goulburn	Lawmac Transport Pty Ltd	Ross Smith Livestock
Transport	Fife's Stockfeeds	Lawrence Livestock	Transport
B & SG Pisasale	FL Bulk Haulage	Transport	RP & CA Elks
B and B Marshall's Haulage	Fletcher International	Les Bird Livestock	RP & D Peisley Livestock
BA & AF Hailes Transport	Exports	Transport	Transport
Ballymurphy Horse	Frampton Freight	Les Rhodes Transport	RT & YE Falls Inv.
Transport	Frankling Truck & Silo	Lewis Transport	S&Y Edmunds Transport
Barry Moffitt Transport	Fridgtrans	LG & CE Sinclair	SA & CA Murphy
BD Klemke Pty Ltd	G & J Bray Transport	Linx Finance	SA & SI McCallum
BE & GM Rogers	G & K Straney Transport	LM Byrne (Byrne Trailers)	Scott Brothers Transport
Betts Transport	G & W Partnership	Lochinda Pty Ltd	Scott Congram Pty Ltd
Big Jigger Bulk Haulage	GA & SA Burgess	LR & S Henley	Sellens Transport P/L
BJ & WJ Mortimer (Mort's	Gammage Transport	Lumbars Transport	SF & SA Grigg Transport
Transport)	Garry Lowe	M C & TM Birmingham	Shanahan's Livestock
BK & JG McKeown	Garry Todd	M J Hams Transport	Transport
Blanchs Transport P/L	George Hilder & Co.	MA & LJ Clark	Shorters Transport
Bob Richardson	Gerringong Transport	Mack Trucks Australia	Smart Harvesting and
Bob Shields Partnership	GJ & N Morton Transport	Mackaway Pastoral	Transport
Bradtan Pty Ltd	Glen Kearney Transport	Company	ST & JK Dunstan
Brent Cleaning &	GM & BL Matthews	Maguire Management	Stanton Transport Services
Maintenance Contractors	Goulburn Livestock	Malacorp	State Stock Transport
Brian Baldwin Transport	Transport	Maloney Livestock Carriers	Stockmaster Pty Ltd
Brookfield's Transport	GP & SM Crawford	Manabah Pty Ltd	Stocktrans
Brooks Logistics Pty Ltd	GR & PE Didlick Transport	Manilla Earthmoving	Stubbs Transport
Brown & Son's Transport	Grace Livestock Transport	Mark Bednal Transport	Sunnyview Farming
Brownie's Transport Lake	Graceys Transport	Mark Menz	Sutcliffe Transport
Cargelligo	Grants Ag Trans	Martins Group of	Sutcliffe Transport (NSW)
Bruce Dickinson Transport	Greenbank Livestock	Companies	SW & G Chittick Livestock
Buchanan Transport	Greg Chapman	Martins Stock Haulage	Transport
Burgess Transport	Greta Vale Stud	Matthew Ray	T&G Livestock Carriers
Bush's Transport	Grigg Agricultural Services	Maurice Finemore	T&M Ellison Haulage
C & K Norris Pty Ltd	Grimack Transport Pty Ltd	Mayberry Transport	Gunnedah

C J Maddern Pty Ltd	GUN Pastoral Company	McCallum's Transport	T.A. Booth Transport
Caban Transport	H.C.P. & L. Courts	McCormick Transport	T.J. Barrett Transport
Cameron Plant Hire	Hain Transport	McCulloch Bulk Haulage	Tarcoola Livestock
Camlin Investments	Halden Transport	McDonald Bros Transport	Transport
Camsons Pty Ltd	Ham's Haulage	McKeown Transport	Taylor's of Bungendore
Cappsie of Canowindra	Hancock Haulage and	MD Trucking Pty Ltd	TBR Bulk
Carter Corporation	Harvesting	Michael Dumble Livestock	TC & DA Tarrant
Castlemac Traders	Hanlon Enterprises	and General Transport	TD & JM Hayne
Cavanagh's Transport	Hardys Haulage	Michael J Newcombe	Tent Hill Transport
CB & SL Clapham	Hawkins Stock Transport	Mickan Bros	The Lindsay Warren Family
CCC Transport Pty Ltd	Hayter's Haulage	Miners Livestock	Trust
CE and EM McGuckin	Haywoods Bulk Transport	Minifam Family Trust	The Wires Pastoral
Transport	Hearn Livestock	MJ & AM Tyrer	Company
Cec Hayes	Hendrickson Asia Pacific	MN & SM Watherston	Thomas Interstate
Ceres Agricultural	Henry Woods Livestock	Moodie Transport	Transport Services
Company	Transport	Moore Transport	Thorn Transport
CH & EJ Strong	Hinman Pastoral Company	Morrisons Haulage	Tiger's Transport
CH & SA Hayes	Hogan Transport	Mort's Transport	TJ & JL Foley Livestock,
Charles R Muller	Hopkins Transport	Muddle Transport	Wool & General Carriers
Chemcoag Oberon and	Horne AG Logistics	N & L Cribb Pty Ltd	TJ & LE Wood
Bathurst	Hughali Pty Ltd	Namadgi Pty Ltd	Todd Van Carriers/G.E.
CJ & JM Congram	Hunter Grain Transport	Nankivell Pastoral Co.	Todd
Clews Haulage &	Hunter Valley Haulage	ND & CA Robb	Tosch Transport
Earthworks	Ian Tisdell	Nichol Trading	TR & SK Whatman
Cochins Pty Ltd	IH & C Taig	Nine Mile Grazing	Trans Australian Livestock
Colesy Pty Ltd	Indara Holdings	Nitschke Transport	Trans Bulk Haulage
Conbar Transport	Irvines Transport	NJ & NP Jones & Co	TransForce Bulk Haulage
Coolatai Rural Supplies	J & B Thompson	NL & SM Hoare P/L	Uplands Partnership
Cooma Livestock Transport	J & DH Clayworth	Noel Foggo Transport	Valley Partnership
Coota Transport	J & J Roberts Transport	Noel Hoare Transport	W Hannon & Son
CP & LJ Wellard Livestock	J & M McDonnell	Oils Plus	W Spencer Bulk Haulage
Transport	J D Rogers	OOMA Enterprises NSW	W Uebergang
CR & KV Norris	J W Jackson & Sons	O'Sullivan's Transport	Walcha Carrying Company
Craig Congram Livestock	J&K Glennan Livestock	P & D Thomsen	Walden Motorsport
Haulage	Transport	Paterson's Transport	Wants Transport Aust P/L
Crawford Livestock	JA Burge & Co.	PB & RE Dawson	Warner & Son Transport
Crossley Transport	Jacka Excavator & Truck	Pearsons Transport	Warrawee Farming
CTC Supply Chain	Hire	Pegela Pastoral Co	Watkin's Transport
Cunderdin Transport	Jackson Transport	Pentrans Consulting	Wayne Jones Transport
D & C Livestock Transport	James Barker Transport	Peter & Diana Hubbard	WB & ML Doig
D & K Gooden	Jaqueline Brotherton	Peter Fitzgerald Livestock	Western Stock Transport
D & P Haulage P/L	Jaytron Pty Ltd	Transport	Whitbourne's Transport
D Thomas & T Johns	JC King	Peter Rodd Transport	Whiteley's Transport P/L
D. Burke Haulage	JD & DJ Ragg	Peter Wilson Livestock &	Whiteman Transport
D.Y Enterprises	JE & JWT Hyles	General Transport	White's Stock Transport
Daley Haulage	Jelm Pastoral	Philip Garlich	Wilkins Goulburn Pty Ltd
Dan Kermode & Co	Jentone Bulk Haulage	Phillip Harris Transport	Willandra Transport
Daniel Ball Transport	JM Smithers Transport	Pinehill Trading	William Raynolds
David Chaston	JMK Bulk Haulage	Primetrans	Wilson's Transport Service
David Grimison & Co (NSW)	John Clayworth	Proctor's Transport	WJ Bond Pty Ltd
David Hayter Livestock	John Morgan	PT & TI Boschetti	Worners Livestock
Transport	Jones Transport Yass	Purttrans Pty Ltd	Transport
David Knight Transport	JRT Bulk Haulage	Quintrans Pty Ltd	WR & VA Fisher
Davis & Sons		R & G Hempenstall	You Breed 'em I'll Move 'em

SPECIAL THANKS

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Disclaimer: The LBRCA has made every effort to verify the accuracy of the information contained in this book. Membership records are only available for the last 11 years.

CELEBRATING 30 YEARS



1987 - 2017