

Weed seed changes for harvest 2015-16

Grain Trade Australia is proposing changes to weed seed tolerances for all cereals traded from the 2015-16 season.

The standards have been under review since the 2010-11 harvest by GTA's Standards Committee and details of the proposed new tolerance levels released last month.

Weed seeds have been grouped by category rather than type, taking into account the implications they pose for quarantine, toxicity or allergens for human and animal consumption, end-product taint, feed impact, marketability, and agronomic issues, such as in-crop competition.

Grain Producers SA has analysed the changes and believes they should standardise classification at receival centres, making it less variable across the state. While the changes are more specific to particular weed seeds, growers are urged to consider the proposed new tolerances and how their grain marketing may be impacted (see Table 1).

GTA says it has sought industry views from 2010 to 2014 on the changes and called for submissions on the new tolerances and industry involvement in trials to consider the revised weed seed categories.

Details: Growers wishing to comment on the proposed changes can contact GPSA policy officer Tim Burrow, tim@grainproducerssa.com.au



Proposed changes to weed seed tolerances would see the tolerance for 'other weed seeds' reduced from 50 to 25 in malting barley.

Table 1. Proposed new weed seed tolerances for 2015-16

Category		Existing Tolerance	Proposed Tolerance	
A	Type 2 - Castor Oil Plant, Coriander, Crow Garlic/ Wild Garlic, Darling Pea, Peanut seeds and pods, Ragweed, Rattlepods, Starburr, St. John's Wort	Nil	Nil	
	Type 1 - Opium poppy	8 ¹		
B	Type 3a - Bathurst Burr, Bulls Head/Caltrop/ Cats Head, Cape Tulip, Cottonseed, Dodder, Noogoora Burr, Thornapple	2	5	
	Type 3b - Vetch (Tare), Vetch (Commercial)	4		
	Type 3c - Heliotrope (Blue), Heliotrope (Common)	8		
	Type 6 - Columbus Grass, Johnson Grass,	10		
	Type 1 - Double Gees/Spiny Emex/Three Cornered Jack, Parthenium weed	8 ¹		
C	Type 1 - Jute, Knapweed (Creeping/Russian), Mexican Poppy	8 ¹	10	
	Type 6 - Saffron Thistle	10		
D	Type 4 - Bindweed (Field), Darnel (Drake Seed), Hexham Scent/Meliot, Mintweed, Nightshades, Paddy Melon	20	30	
	Type 5 - Patterson's Curse/ Salvation Jane	40		
E	Type 7a - Broad Beans, Chickpeas, Corn (Maize), Cowpea, Faba Beans, Lentils, Lupins, Peas (Field), Safflower, Soybean, Sunflower and any other seeds greater than 5mm in diameter	1	1	
F	Other weed seeds - Includes black oats	Malt 50 Mill 50	Malt 25 Mill 50	

1 = Component of Type 1 tolerance.

Source: NSW Farmers Association

Ceres wind farm opposition highlighted in submission

Grain Producers SA lodged a submission to the Senate Select Committee on Wind Turbines on behalf of farmers affected by the 197-turbine Ceres Wind Farm, proposed for Yorke Peninsula.

GPSA highlighted the risks to the grain industry and issues that could have legal ramifications for the government and wind farm proponents.

Chief executive Darren Arney said the organisation was not against wind energy in-principle but did not agree with placing wind turbines in a long-established, highly-profitable

and intensive grain growing region renowned internationally for its production of quality grain.

He said it seemed ludicrous that a new, heavily-subsidised industry would be imposed on an existing, successful and profitable industry that had been an outstanding contributor to the State's economy for more than 130 years.

GPSA opposed the development because of the:

- > Impacts of turbines on crop management, such as aerial application of fertiliser and chemical.
- > Impact of turbines on fire-fighting efforts, particularly aerial water

bombers.

- > Unknown effect on global positioning system technology.
- > Impact on meeting increased international grain demand, with agribusiness tipped to be one of the top five 'super-growth' sectors of the next 20 years.
- > Financial impost on grain growing businesses for farm managers and owners to understand, and if necessary argue, the impacts of the proposal on their business.

Read the full submission at
www.grainproducerssa.com.au

Grain transport issues flagged for review

Results of the Change@SA transport survey were released last month. The State Government – through Primary Industries & Regions SA and the Department of Planning, Transport and Infrastructure – worked with Primary Producers SA to survey growers on transport issues they experience in daily farming. Grain Producers SA analyses what's in it for the grain industry.

What happened?

All farmers had the opportunity to respond to the survey in late 2014 about key road transport issues impacting their businesses such as movement of agricultural machinery on public roads, route extensions and allowable trailer combinations, and short-distance or 'last mile' access to properties or facilities.

What was the response?

There were 680 respondents to the survey. The breakdown was 67 percent primary producers, 17pc transport operators, 5pc processors and manufacturers and 11pc were contractors. About 90pc of issues raised related to areas outside Adelaide.

Were there many issues raised?

The report grouped the issues into key themes for addressing. These were extending route access for restricted access vehicles (RAVs); 'last mile' route access issues that need resolving; regulation of the movement of agricultural machinery and vehicles; performance-based standards; oversized agricultural machinery; and local road access by RAVs.

When will we start to see on-ground change?

Some issues have been tackled already or are to be complete by June 30, 2015, including:

- > Extending the maximum permitted length of a road train prime mover when operating as a semitrailer from 19 to 20 metres.
- > Amending the existing SA tri-axle dolly policy to be nationally consistent.
- > Approval for high mass limit (HML) heavy vehicles to access a number of Viterra grain sites.
- > Upgrading the road access on Carlslake Road, Dublin, from general mass limit (GML) to HML.
- > Increasing the travel radius that a primary producer must carry and fill out a heavy vehicle fatigue work diary from 100 kilometres to 160km.
- > Establishing a common registration date to make it easier for farmers to register multiple farm vehicles.

What's next?

A project steering group will be set up to oversee the scoping and implementation of the initiatives, with quarterly meetings to occur in 2015-16. The government will establish a team in DPTI for 12 months to address issues identified and develop a funding program for consideration by the Commonwealth government. The report will also be provided to the National Heavy Vehicle Regulator to inform the way it administers national transport laws.

Was it worth it?

Yes, GPSA believes so. Despite the survey running during harvest, many growers took the time to respond. Many of the issues raised are not new but we have a commitment from government through the dedicated DPTI team that they will finally be resolved for the benefit of grain producers.

More information

Download a copy of the *A Modern Transport System for Agriculture: A New Partnership Approach* report at www.pir.sa.gov.au

Harvest survey winner

The winner of GPSA's prize – a Kestrel weather meter – for participating in the annual harvest survey was Tim Schubert of NA&MJ Rosenzweig, Loxton. Congratulations Tim!