

worse by plummeting prices in the dairy market.

“We are committed to maintaining supplies of our quality SSP products in the long-term,” the company’s Australian fer-

also maintain production at its SSP plant at Portland to meet seasonal demand from the pasture market.

Incitec Pivot had about 300,000 tonnes of SSP in stor-

\$04.5m in asset write-downs and one-off costs as a result.

“Our current stocks, together with the continued operation of our Portland facility , will ensure we can meet market

at overhead reduction, plant efficiency, cost to serve, global supply chain and asset optimisation.

Though this had been aimed at its North American

the movement of 26,000 tonnes of ammonium nitrate from the USA to Australia to service local demand which would otherwise have been sourced from third parties.”

president of CI announced last

Only the se to be elected to position, Mr H would continue recruiting and younger people by providing a development.

Keel clearance advance for Melbourne

Rob McKay

THE PORT of Melbourne Corporation was the latest ports body to take up OMC International’s Dynamic Under Keel Clearance (DUKC) technology, the Melbourne maritime engineering firm said on Monday.

Licensing the full complement of DUKC navigation software to the Port of Melbourne would “minimise the risk of large vessels grounding in these challenging waters”, OMC executive director Terry O’Brien said.

“The combination of heavy swells, strong currents, complicated bathymetry and hard bottom makes the restricted entrance into Port Phillip Bay one of the most difficult pilotage challenges – and technical challenges for UKC prediction – anywhere on earth,” Dr O’Brien said.

“Having the safety of our system proven in these extreme



CHALLENGE: Entry to the port of Melbourne is one of the most difficult – Dr Terry O’Brien.

waters shows that DUKC technology is suitable for even the most challenging waterways worldwide.”

All 35 Port Phillip Sea Pilots (PPSP) have been equipped with DUKC technology , installed on portable pilot units.

The pilot units receive and process live up-to-the-second DUKC data while in transit through the heads, across Port

Phillip Bay and along the Yarra River. This information enables a pilot to monitor that the vessel’s speed is consistent with the predicted safe DUKC passage plan and adjust speed if required.

PSPP managing director Robert Buck said his staff had spent the past few months familiarising themselves with the system.

Meanwhile, OMC has been given a boost at an awards night in London.

“OMC is still celebrating after being named runner-up in the internationally acclaimed 2009 Seatrade Awards Innovation in Ship Operations category for its DUKC VTS and DUKC PPU,” a spokeswoman said on Tuesday.

“Due to the high quality of entries this year , three of the four shortlisted finalists were named runner-up.

“This is the second time OMC has been awarded runner-up in this awards division – the last time was in 2002.”

ALC set to south and

THE AUSTRALIAN Council (ALC) headquarters to or Canberra in

The peak body – which is in Robina, south land – said it was on issues of restructure and l

The ALC has to achieve this Ivan Backman

Arrangements made to deal with fell outside of core area of fc man said.

ACCC greets for Newc

THE AUSTRALIAN titution and Commission (ACCC) authorisation f arrangements t of Newcastle u

The approval industry to con arrangements p result of ongoing about long-term studies have to

Software takes on hard tasks for truckers

Rob McKay

their inefficient paper-based records, TruckSafe chief executive Stuart St

• easily develop and maintain written maintenance procedures;

accreditation system,” Mr St Clair said. “Both new and existing TruckSafe