

Supply Chain Advisory Network

CHARTER

1	Mission Statement
<p>The Supply Chain Advisory Network is committed to improve supply chain efficiency, productivity, competitiveness and sustainability for the national good and our members will not be distracted by commercial perspectives emanating from any single point in the logistics chain.</p>	
2	Purpose
<p>The Supply Chain Advisory Network provides objective and integrated whole of supply chain strategic advice to inform government policy, strategy and investment decisions, and improve supply chain productivity and efficiency.</p>	
3	Charter
<ol style="list-style-type: none"> 1. We are a network of practical supply chain and logistics specialists with national and international supply chain understanding and interests. 2. We are independent and not linked to any political party or government. 3. Our membership has profound strategic and operational knowledge, expertise and experience, and together we integrate whole of supply chain understanding and advice. 4. We work proactively to improve supply chain efficiency and increase productivity nationally and across Victoria. 5. The breadth of our membership ensures we provide accurate and objective supply chain and logistics chain advice to support supply chain integration and harmonisation in public sector and community decision making. 6. The network's precise understanding of commercial imperative and global supply chain drivers and trends underpins our advice, and our thinking is subject to ongoing assumptions testing. 	

7. Our membership comprehensively represents each point of the supply chain and includes executives and managers from small, medium and corporate business; peak industry associations; core Government agencies; and essential support services from metropolitan and regional locations.
8. We provide strategic advice to guide government policy, strategy and investment; we respond to high level operational problems and issues that impact supply chain efficiency and are keen to contribute to the formation of positive solutions and outcomes to industry issues.
9. We are non-political, independent of Government, and our focus is whole of supply chain efficiency and productivity.
10. We are committed to workforce development to alleviate skills shortages.
11. We understand the importance of attraction and retention of a skilled workforce.
12. We understand the importance of this industry to the Australian economy.

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Acknowledgement of Legal Obligation

SCAN acknowledges that its members, guests and other invited parties have responsibilities and liabilities regarding restrictive trade practices arrangements. In particular, we shall remind all parties that no agreements or other discussions which involve rates or restrictive trade practice arrangements covered by the Competition and Consumer Act 2010, may be discussed or determined at any meetings of SCAN. It is also appropriate to make our members, guests and other invited parties aware that any such behaviour outside of SCAN meetings is inappropriate in that such action could cause legal implications for you, your employer and / or your company and more importantly for SCAN. Should it become apparent at any SCAN meeting that there is any indication or attempt to discuss rates or arrangements which conflict or give rise to a restrictive trade practice aspect, then we will be obliged to intervene to seek discontinuance of such discussions and, if necessary, terminate the meeting or forum. Should doubt exist whether an activity of SCAN to be discussed and decided upon is admissible within the restrictive trade practices provisions of the Competition and Consumer Act 2010 it will be our responsibility to terminate the discussions and refer the matter for legal clarification.

5	Network Management								
<p>The Executive ensures strategic development and orderly operations of the group including meetings, setting the agenda, membership, the “rules of engagement”, media releases and the distribution of information.</p> <p>The proposed Executive includes:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 35%;">Chairperson</td> <td>Dr Hermione Parsons</td> </tr> <tr> <td>Deputy Chairperson</td> <td>David Muir</td> </tr> <tr> <td>Secretary</td> <td>Peter van Duyn</td> </tr> <tr> <td>Executive members:</td> <td>Paul Garth; Nigel Edwards; Zoran Kostadinovski; Sue Perry</td> </tr> </table> <p>Four meetings per year will be convened with extra-ordinary meetings held according to need.</p>		Chairperson	Dr Hermione Parsons	Deputy Chairperson	David Muir	Secretary	Peter van Duyn	Executive members:	Paul Garth; Nigel Edwards; Zoran Kostadinovski; Sue Perry
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6	Membership								
<p>New members will be selected by the Executive on the basis of their commitment to whole of supply chain and industry improvement, rather than an interest in promoting issues relating to any single point of the logistics chain.</p> <p>Prospective members will be nominated within the group and vetted by the Executive prior to making an approach to invite in writing by the Secretariat.</p> <p>Memberships are not transferrable, membership is offered to an individual not the company they represent.</p> <p>Executive can invite or revoke an individual membership as it sees fit.</p> <p>Membership will not be extended to government departments but core government agencies (such as Department of Immigration and Border Protection [DIBP] and the Department of Agriculture and Water Resources, [DAWR] should continue as valued members.</p> <p>Membership currency will be reviewed annually based on member attendance, that is, those members who have not attended at least one meeting in the previous twelve month period will be contacted by the Executive Secretariat to establish willingness to remain a member.</p>									

The Chair will have final say on continuation of that member.

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Context and History

The Supply Chain Advisory Network originated as the Victorian Freight and Logistics Council's Freight Efficiency Group (FEG), which produced and distributed whole of industry awareness programs and reports that were recognised nationally and internationally and used across various levels of government. The closure of the VFLC in 2012 prompted the Freight Efficiency Group and members of various reference groups (Victorian Air Freight Council, the Transport & Logistics Workforce Advisory Group and Transport & Logistics Industry Round Table) to continue to operate but reform as an independent network committed to improving productivity and efficiency structure. It was recognised by all that these issues pose ongoing challenges for the industry and society generally, and the gap needed to be filled.