



# QTLC

## **Annual QTLC REPORT 2009 – 2010**

QTLC provides a forum for industry and Government to cooperate in managing the Queensland freight task, and the subsequent social and environmental impacts.

It promotes the efficiency and development of the freight transport and logistics industry in Queensland, including the movement of goods to urban, intrastate, interstate, and overseas markets across all modes of transport. It facilitates improved efficiency and integration of freight transport infrastructure throughout the freight logistics chain.

QTLC has to date achieved considerable successes in the area of Transport and Logistics and has delivered strong results to improve congestion and freight related outcomes.

### **ISSUES**

#### **Remote and Indigenous (Food) Supply Chain Study (RISCS)**

The RISCS study was funded by QTLC to support the work being undertaken by Rail, Ports and Freight (Freight Policy branch) with regard to remote logistics and supply chain efficiency. TMR undertook the development of a supply chain solution that focused on a collaborative approach to the movement of goods into these communities. It was identified that TMR, Health, Education, SDS/Public Works, Police, IBIS Stores and Retail Stores Group (RSG) all have freight moving independently of each other into remote communities of the Torres Strait and Northern Peninsular Area Cape York (NPA).

Recommendations from this report were included in TMR's contribution to the Premiers Inter-agency Working Group on the Cost of Food in the Torres Strait. The findings and the process were commended by the Working Group and formed the basis of a submission to cabinet to address the high cost of food in Torres Strait communities.

As result of the RISCS report and TMR's input, the DG of Communities requested Ray Merlehan and Dave Chamley be made available to drive the implementation of the working group sub-projects for which TMR has responsibility.

Critically QTLC has adopted a whole of state focus to improve freight efficiency as widely as practicable, an approach that is not just applicable in SEQ but also the more remote and disadvantaged areas of the State.

#### **Integrated Freight Strategy for Queensland (IFSQ)**

QTLC worked closely with TMR on the framework and scope of the IFSQ during the development phase, and QTLC has provided the necessary Industry consultation to ensure the second phase of the strategy provides consistent direction to the action items it will ultimately contain.

QTLC has also undertaken an extensive statewide program of industry consultation on the development of the Integrated Freight Strategy for Queensland. This strategy has the key principles of driving freight outcomes that are safe, environmentally responsive and that promote sustainable freight movement.

The robust consultation conducted with QTLC and TMR staff proved to be successful. It provided wider industry with an opportunity to have constructive input on issues that have impacts in the future. The following issues emerged as a part of that consultation process.

- Integrated Planning
- Freight Corridors
- Freight Hubs
- Regulation
- Congestion
- National Strategies

A report "Queensland Transport and Logistics Council (QTLC) Strategy Consultation Integrated Freight Strategy" was provided to you 25 June 2010.

Feedback provided from TMR as to the effectiveness of the consultation document was excellent and the reactions to the document have been positive and successfully reflect QTLC's influence on the development of the Strategy.

The action plans that "evolve" from the IFSQ will influence future QTLC initiatives and guide the forming of QTLC working groups. It is envisaged working groups will be formed on issues such as the development of Freight Corridors, Local Government, Improved Access and Innovative Vehicles. We hope to engage more vigorously with Local Government in the future to ensure that the outcomes are interoperable at both levels of government. It is also important that the role of industry will be elevated as the QTLC working groups are formed, as their involvement is integral to the success of the strategy.

#### **Multimodal Australia Responsiveness Project (MARP)**

The MARP project was undertaken cooperatively within the framework of the Australian Freight Council Network (AFCN) with an aim to provide comment on the Brisbane-Melbourne-Perth freight corridors and the modal contestability for freight along those corridors. This project aims to explore how Australian industry can gain greater flexibility in containerised interstate supply chains by re-engineering inventory management and supply chain execution by optimising the transport modes used.

The QTLC in collaboration with the Victorian Freight and Logistic Council, the WA Freight Council has commissioned Strategic design & Development (Sd+D) to provide consultancy services to the MARP project. Stratlog Consulting is completing the final report on options for modal change in the Melbourne-Brisbane, Melbourne-Perth freight corridors.

The VFLC is addressing the gaps in the reports provide by the consultants and has drafted an amalgam of the Sd+D report and the Stratlog reports. The VFLC report has been received by QTLC and is currently under review.

#### **RTTI – Progress Report on Real Time Traffic Information Project**

The objective of providing real time traffic information is to allow trucking companies and freight users generally to adapt their operations to prevailing traffic conditions. This will enable them to advise customers of potential delays as well as arrange alternative routes and loading and unloading times when necessary. QTLC has been actively engaged in canvassing Freight and Logistics industry concerns on the issue of congestion in south east Queensland.

As a result of QTLC's engagement with TMR there were an additional 52 web cameras placed on the Queensland road network, many of which are located in SEQ. 8 of these are placed at locations which are of particular interest to carriers servicing the Port of Brisbane. These 8 web cams will shortly be accessible from the Port of Brisbane website, alongside a number of Port of Brisbane webcams.

Whilst there has been no further progress on providing real time traffic information to the freight sector in SEQ, apart from the placement of these additional webcams, it is hoped this will be progressed as one of the actions arising out of the Integrated Freight Strategy for Queensland.

Providing greater visibility to transport operators of potential congestion pinch points via webcams linked to PoB, Queensland Motorways & DTMR Motorways is an important objective for QTLC.

### **PBS 2B Trials - Route between Toowoomba and the Port of Brisbane**

PBS is a nationally agreed process for assessing new and safer “innovative” heavy vehicles as an alternative to the existing prescriptive system for regulating heavy vehicles. ARRB consultants (commissioned by TMR) completed an extensive infrastructure assessment and evaluation of 4 TEU (Twenty Foot Container Equivalent Unit) truck/trailer configurations in June 2010. These combinations are referred to as PBS2B (a nationally approved vehicle type, up to 30 metres in length – that can only operate on certain key networks and under certain conditions).

The assessment identified opportunities to use these vehicles on the heavily travelled Western Corridor extending between Toowoomba and the Port of Brisbane. The extensive road infrastructure assessment, funded in part by the FreightSmart (Port of Brisbane Trials) Project also included a number of ancillary roads adjacent to the Port and extending as far as Acacia Ridge.

QTLC actively engaged with TMR and provided advice in identifying priority freight routes, giving further integrity to the trial results. QTLC will also potentially contribute to and influence further PBS 2B assessments.

A successful practical demonstration of the use of a PBS2B type combination occurred on 15 July 2010, when one of these vehicles was demonstrated by being driven from Toowoomba to the Port of Brisbane.

This extension of the national PBS scheme will lead to significantly reduced vehicle numbers for a given freight task. In the Toowoomba to Port of Brisbane example, trip numbers will be reduced by up to 50% for this particular freight task (given this type of new innovative vehicle has significantly more freight capacity than existing types of existing heavy vehicles). This will have a profound effect on the big three issues confronting the transport & logistics industry: Productivity, Safety & the Environment.

Significantly this route is the first of its type in Australia and is an important example of managing existing road infrastructure more effectively to improve freight efficiency and thereby environmental and safety outcomes.

### **FreightSmart Grants Program**

The Queensland Transport and Logistics Council in partnership with the Department of Transport and Main Roads is offering two (2) grants of up to \$50,000 to identify, trial and evaluate innovative ways of improving freight industry efficiency and preparing for a low carbon future.

The FreightSmart grants program aims to encourage and support industry in identifying, trialling and evaluating innovative freight practices that will reduce urban congestion, minimise greenhouse gas emissions and deliver a more efficient and effective freight network.

The FreightSmart program offers dollar-for-dollar grants and is available state-wide. Specifically, the program invites innovative and unique or previously untested proposals designed to improve the energy and economic efficiency of Queensland’s freight industry.

The grants program is established under the FreightSmart initiative, as part of the Queensland Government’s strategy ClimateQ: toward a greener Queensland, which contributes to the Queensland Government’s Toward Q2: Tomorrow’s Queensland green target of reducing Queenslanders’ carbon footprint by one-third through reduced car and electricity use.

The FreightSmart Grants advertising program was started in July with advertisements being placed in the Courier Mail, Lloyd’s List DDN and the Australian Financial Review. Applications will close on 24 September and evaluation panel consisting of 4 QTLC members and an external party will assess the merit of all applications, who must be able to demonstrate the following:

- a reduction in fuel use and greenhouse gas emissions
- potential for lessening freight’s impact on urban congestion
- transferability and applicability throughout Queensland’s freight industry
- a baseline or ‘business as usual’ level to evaluate project outcomes against

It is anticipated that the recommendation will be sent to the GM (RP&F) for his review by 18 October.

Once the successful applications are determined, an announcement will be made and details forwarded to the Office of Climate Change by mid to late October 2010.

Contingent upon the specifics of the successful grants applications there will likely be an opportunity to extend the learnings from these applications in a broader manner.

### **Communication**

As QTLC endeavours to gain an identity across the Freight and Logistics industry the need for improved communications it has become apparent. QTLC aims to actively engage with stakeholders by promoting achievements and the relevance of QTLC across the freight and logistics industry.

Promoting the achievements and relevance of QTLC to internal and external stakeholders is fundamental to creating the QTLC identity and developing industry engagement. QTLC is ideally positioned with its representation drawn from a diverse group of freight, Government and industry bodies to influence State Government Policy on freight related issues across Queensland.

The following key messages are to be communicated to as many stakeholders and industry participants as possible to promote the relevance of QTLC

### **Integration**

Identify areas where potential synergies exist to streamline policy and regulatory activities for the industry.

### **QIFS development and Implementation**

The ongoing development of the Queensland Integrated Freight Strategy will significantly influence the direction and workload of the QTLC.

### **Contribution to the National Agenda**

QTLC views on specific issues will influence the outcomes of National Agendas affecting operators in Queensland.

### **Influence Decision Makers**

QTLC initiatives and consultations have the potential to influence decisions made in the Transport and Logistic arena.

### **Access**

Access to key leaders in government and industry provides a platform to influence Transport and Logistic outcomes across Queensland and potentially nationally. There is also opportunity to provide consistent message on issues through QTLC engagement.

The QTLC is committed to becoming the forum of choice for representing, debating and advocating the views of the freight and logistics industry.

### **Financial**

QTLC will continue to comply with State and Federal Government guidelines for the use of funds, its grants administration and expenditure reporting on this, as outlined in its MOU with TMR.

Funding of \$60,000 per annum for the 2009/10 and 2010/11 has been committed by TMR. QTLC also receives matching funding from the Federal Department of Infrastructure, Transport, Regional Development.

TMR has further committed additional funding of \$150,000 enabling QTLC to consolidate the work to date and provide TMR with leverage to identify and promote projects of state and national significance affecting the freight and logistics sector. QTLC will continue to undertake project work on behalf of TMR and to represent freight industry views to TMR.

## **Governance**

A mid-term review of the QTLC operations was undertaken by TMR focusing in particular on the financial establishment, operations and progress of QTLC. The review covered:

- financial management of the State and Commonwealth grants and QTLC expenditure of public funds; and
- governance arrangements, based upon best practice requirements of the Australian Institute of Company Directors

Whilst the review reflected positively on QTLC progress to date, it also identified areas for improvement. A number of recommendations were made to address the governance that guides the outcomes and direction of the QTLC. These recommendations were tabled at QTLC where subsequent actions were identified and have been implemented, including QTLC Secretariat Procedures to support the objectives.

QTLC Members Guidelines and Procedures have also been developed to outline administrative roles and responsibilities of the QTLC and its members. It will guide the overarching framework for the administrative responsibilities for the QTLC groups as a collective.

Another recommendation that emerged from the mid-term review was for the group to engage in a Strategic Workshop. The workshop will be conducted on 29 September and will guide and confirm the QTLC's future directions. It will provide a forum for the QTLC group to clearly identify "who we are" "where we are going" and "how we are going to get there".

