



Queensland Transport and Logistics Council  
**Annual Report 2014**



**QTLC**

QUEENSLAND TRANSPORT  
AND LOGISTICS COUNCIL



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## Message from the Chair

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Queensland and Australian economies are undergoing unprecedented change at present.

Many traditional activities that have been the backbone of our economy for decades in the resource and manufacturing sectors are under significant pressure.

Consequently, the supply chains that support our economy are also under enormous pressure.

Australians have responded by making sweeping changes politically as we have confronted the vagaries of rapidly shifting markets, exchange rates and global instability.

Today, entire supply chains are shifting and evolving to cater for varying and different market demands.

Quite possibly, entire new supply chains will be born and, not surprisingly, Australian technology, innovation and leadership will enable and empower these embryonic activities.

It is self-evident that solutions for the immense challenges we face today will not be born out of lethargy or complacency, but will surface out of the Australian spirit for which we are renowned.

The QTLC has been active during these unsettled times. We have been harnessing the strength and spirit of our independent, impartial leadership and our membership to provide the vital fresh thinking, and alternatives, to empower and support government and industries, and strengthen our supply chains.

Today, the QTLC stands ready to assist government and industry as we collectively face the challenges ahead.

*It is self-evident that solutions for the immense challenges we face today will not be born out of lethargy or complacency, but will surface out of the Australian spirit for which we are renowned.*

## Directors' report

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The Directors in office at any time during the financial year ending 30 June 2014 were:

- Neil Findlay
- Mark Johnston
- Peter Garske
- Andrew Rankine.

The net profit/loss of the company for the financial year amounted to \$20,507 DR.

A review of the company's operations during the financial year, and the results of those operations, is as follows:

- The company's operations during the year performed as expected in the opinion of the Directors.
- No significant changes in the company's state of affairs occurred during the financial year.

The principal activities of the company during the financial year were:

- As the peak freight transport and logistics research and advisory body to government, the QTLC represents industry to influence policy, regulation, infrastructure planning and investment to achieve sustainable and productive supply chains.



No significant change in the nature of these activities occurred during the year.

No matters or circumstances have arisen since the end of the financial year which significantly affected, or may significantly affect, the operations of the company, the results of those operations, or the state of affairs of the company in future financial years.

The company's operations are not regulated by any significant environmental regulation under a law of the Commonwealth or of a state or territory.

As the QTLC is a not-for-profit entity, no dividends or distributions can, or have been, paid to members.

No options over issued shares or interests in the company were granted during or since the end of the financial year and there were no options outstanding at the date of this report.

No indemnities have been given, or insurance premiums paid, during or since the end of the financial year, for any person who is or has been an officer or auditor of the company.

No person has applied for leave of court to bring proceedings on behalf of the company, or intervene in any proceedings to which the company is a party for the purpose of taking responsibility on behalf of the company for all or any part of those proceedings.

The company was not a party to any such proceedings during the year.

Signed in accordance with a resolution of the Directors:

Neil William Findlay

Chairman

Dated this *21st* day of *July* 2014

## Company overview and governance

The QTLC is jointly funded by the Queensland Department of Transport and Main Roads (TMR) and the Australian Government's Department of Infrastructure and Regional Development (DIRD).

The Council is a not-for-profit-company limited by guarantee and governed according to a constitution.

The organisational structure is comprised of a Council made up of no more than 25 members reporting to a Board of Directors.

A Chief Executive Officer is employed to assume and exercise the powers of the Board to administer the activities of the Council.

The activities of the Council and Board are supported by three working groups focusing on key issues relating to:

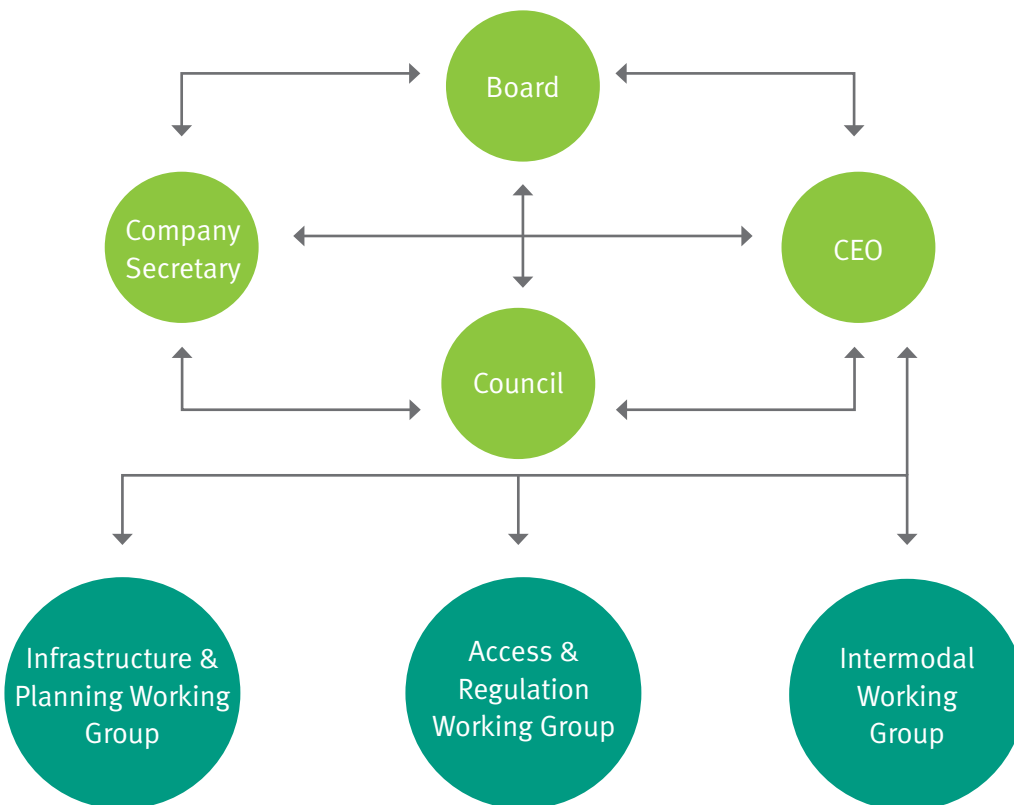
- infrastructure and planning
- access and regulation
- intermodal.

The Access and Regulation Working Group helps ensure regulatory consistencies and increased freight efficiencies by contributing to innovative solutions that enable access to the freight network, in particular the 'last mile' for high productivity vehicles (HPVs) and Performance-Based Standards (PBS) approved vehicles.

The Infrastructure and Planning Working Group identifies opportunities to improve the whole supply chain and recommends infrastructure investment priorities, planning alignment and reform to address productivity impediments.

Finally, the Intermodal Working Group applies a truly intermodal approach to develop integrated solutions to improve overall supply chain performance and productivity.

Working groups are convened on a needs basis in response to emerging freight transport and logistics issues.





## Our vision, mission and values

### our vision

To be the peak freight transport and logistics industry advisory body to government on supply chain policy and freight investment and infrastructure issues in Queensland.

### our mission

To represent the freight transport and logistics industry to influence policy, regulation, infrastructure planning and investment to achieve sustainable and productive supply chains.

The QTLC aims to support the efficient movement of freight in order to support sustainable and productive economic development and prosperity by pursuing:

- appropriate and ongoing investment in supply chain infrastructure
- integrated regional and urban planning frameworks that secure land for current and future freight corridors
- an access policy and regulation environment that facilitates productivity and innovation
- efficient integration and linkage of freight and logistics systems across the whole supply chain.

### our values

- **Leadership** – we will lead engagement with stakeholders and government.
- **Responsiveness** – we will respond to emerging freight transport and logistics issues.
- **Innovation** – we will identify and pursue innovative solutions that will benefit freight.
- **Integration** – we will adopt a whole-of-supply-chain focus, acknowledging the connectivity of the freight transport system.

## Board of Directors

The QTLC Board is comprised of four Directors, representing the diversity found within the freight transport and logistics supply chain. The Board oversees the activities of the Council and running of the company. At the end of 2014, the QTLC Directors are:



### **NEIL FINDLAY (FAICD, FCILT)**

Neil owned and operated Australian transport and logistics businesses for over 30 years until their sale in 2007.

These businesses won multiple, often repeat State & National awards in the government & private sectors in fields such as training, industry excellence & quarantine.

He has been a director of the Australian Trucking Association, NatRoad and Chair of TruckSafe.

Neil, an active speaker and writer has travelled extensively in third world countries undertaking relief & support work, and remains heavily involved in Not-For Profit fields spanning youth rehabilitation through to aged care.

He is currently:

- A Fellow of the Australian Institute of Company Directors and the Chartered Institute of Logistics & Transport.
- Deputy Chair of the Performance Based Standards Review Panel.
- Director at Circadian Australia
- Director at Used Trailers
- Director at Yukana Retirement Village
- Director at Findlay Import & Trade



### **MARK JOHNSTON (B.Comm) (FCILTA)**

Mark is employed with Haulmark Trailers (Australia) Pty Ltd, one of Australia's leading and highly respected road freight transport manufacturers.

As Director of Sales & Marketing, and having been with Haulmark for more than 33 years, Mark holds a wealth of knowledge and experience relating to the development, engineering and manufacture of innovative high productivity vehicles. As a consequence, Mark is well versed in working with government and developing government policy at both a national and state level relative to the road freight transport sector.

Mark has held many industry representative roles, including National Chairman of the Commercial Vehicle Industry Association (CVIAA), and currently sits on a number of joint industry/government bodies.

Mark holds a Bachelor of Commerce Degree with a double major in Accounting and Marketing.



### **ANDREW RANKINE**

Andrew is currently the Logistics Manager, Port of Brisbane Pty Ltd, a role he has held since 2003. Prior to this he held a number of senior positions in the transport and logistics industry, including Mclver Corporation Pty Ltd, Mclver Transport Pty Ltd, the Australian Trucking Association, and Queensland Rail.

Andrew joined the transport and logistics industry in 1992, having left the Army with the rank of Lieutenant Colonel following a 23 year career, which included appointments as Directing Staff/Instructor, Army Command and Staff College, Victoria; Commanding



Officer, 10 Medium Regiment, Geelong; Director of Army Recruiting; and Operations Manager, American, British, Canadian and Australian Armies' Standardisation Program.

Andrew is a graduate of the Royal Military College, Duntroon, the Army Command and Staff College, Queenscliff, Victoria. He has a BA (Mil) from the University of New South Wales and a Graduate Diploma in Professional Accounting from the University of Canberra.



**PETER GARSKE**

Mr Garske was appointed to his role in November 1995. In his role Peter provides strategic and operational leadership to a small team responsible for delivering to the members of the Queensland Trucking Association and the broader industry, Government Regulations Service and Advocacy, Policy Development and Debate, Community Relations and Public Affairs and Employment Law Service.

He provides effective Political Lobby and communications with all levels of Government as well as education and leadership to the industry in the process of Industry Reform.

Peter is a Director of the Queensland Transport & Logistics Council, a member of the Queensland Workplace Health & Safety Board, a member of the TMR Road Freight Industry Council and Chair of the TMR Heavy Vehicle Safety Working Group among many Government and Industry Committees and or Policy Groups.

Peter is a Trustee Director of TWU Nominees Pty Ltd an Industry Superannuation Fund with approximately \$4B under management. He is the Chair of the Funds Investment Committee.

Peter was appointed by the Ministerial Council to the National Heavy Vehicle Regulator Board in May 2012.

Peter was a Director 2001-2006 of the Colonial Agricultural Company Ltd Australia's then 8th largest cattle holding.



**DR REBECCA MICHAEL BPsych (Hons),  
Phd, MAICD**

Rebecca is Chief Executive Officer of the Queensland Transport and Logistics Council (QTLIC).

Since commencing as CEO in February 2012, Rebecca has delivered a number of key initiatives to support the efficient movement of freight in Queensland and has contributed to the broader transport reform agenda.

Prior to her role with the QTLIC, Rebecca occupied the role of Principal Advisor Infrastructure, Economics and Regional Development within the Local Government Association of Queensland (LGAQ) for a number of years. A key focus of her portfolio was the development of freight and heavy vehicle policy related to strategic asset management, road pricing reform and heavy vehicle regulation.

Rebecca regularly presents to industry groups on freight transport and supply chain topics.

In her current and previous roles in government, Rebecca engages with government and industry on a number of diverse research, transport, infrastructure and economics projects that focus on improving supply chain outcomes that benefit Queensland.

## Council members

Membership to the QTLC is open to individuals and organisations across the whole supply chain including:

- freight forwarders
- freight transport operators and companies
- road, rail, air and sea port and terminal owners, managers and operators
- road, rail, sea and infrastructure providers
- other institutions and companies with a direct interest or role in freight transport and logistics.

QTLC members, as at the end of 2014, are listed below.

Council and Board members meet on a quarterly basis to identify systemic freight transport and logistics issues and opportunities for consideration and action by the QTLC.

### 2014 QTLC members

Name	Organisation
Andrew Rankine	Port of Brisbane
Greg Hallam PSM	Local Government Association of Queensland
Mark Johnston	Haulmark Trailers
Michael Roche	Queensland Resources Council
Neil Findlay	Independent
Keith Hampson	Sustainable Built Environment National Research Centre
Paul Caunt	Cement Australia
Tracey Lines	Independent
John Berry	JBS Australia
Tim Dwyer	Toll Intermodal
Glen Doyle	Queensland Rail
Matt Yapp	North Queensland Heavy Haulage
Peter Garske	Queensland Trucking Association
Anna Campbell	AgForce
Brett Lynch	Pacific National



## Corporate planning 2012–2014

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30 June 2014 marked the end of the 2012-2014 QTLC Strategic Plan and accompanying 2012-2014 Operational Plan.

A strategic planning session was held during the February 2014 QTLC meeting. The Council's values and activities were reviewed and emerging freight transport and logistics issues were identified. Council members voted to retain the QTLC's vision, mission statement and values.

Following on from the strategic planning session, the QTLC Strategic Plan 2014-2015 has been developed to define the Council's role within the broader freight and logistics policy, planning and reform context.

The QTLC Strategic Plan identifies five priorities that it will seek to influence through targeted actions over the 2012-2014 period:

Industry representation and engagement

Transport reform and research

Data collection and analysis

Inter-governmental planning and productivity

Freight and logistics into the future

The accompanying QTLC Operational Plan 2014-2015 identifies the activities that will be undertaken over the coming year to achieve the QTLC's objectives for each of these strategic priorities, as well as the measures and key performance indicators that will be used to index the Council's progress.



## Strategic priorities

### Industry representation and engagement

Fragmentation of freight transport and logistics issues and propagation of sector views, independent of whole-of-supply-chain considerations, does not recognise the integration of the freight system and can result in a distorted understanding of impacts to supply chain efficiency, productivity and security.

#### GOAL:

Representation and advocacy on behalf of the freight transport and logistics industry recognises the integration of the freight system and adopts a whole-of-supply-chain focus.

### Data collection and analysis

The collection and sharing of reliable and valid freight transport and logistics data is critical to effective planning and investment and to monitor the performance of the freight system.

#### GOAL:

Freight transport and logistics data is collected, analysed and shared in a consistent way to better understand supply chains, target infrastructure inefficiencies and monitor performance across the whole freight transport system.

### Transport reform and research

Inconsistent regulation between jurisdictions and levels of government negatively impacts the whole freight and logistics industry, producers and the community, while also inhibiting innovation aimed at improving productivity.

#### GOAL:

Agents of transport regulatory reform and innovation engage with each other and industry in the development of legislation, policy and processes aimed at improving supply chain efficiency.



## Inter-governmental planning and productivity

The complex relationships between asset owners, investment bodies, regulators and planning authorities of the transport network has given rise to equally complex, and often competing, planning, investment and regulatory frameworks that are at risk of being uncoordinated, inefficient and ignorant of whole-of-supply-chain considerations.

### GOAL:

Agents involved in managing the transport network cooperate to improve the efficiency of supply chains and coordinate to plan for, and invest in, freight transport infrastructure.

## Freight and logistics into the future

Failure to plan, prioritise and invest to support the growing and changing freight task will compromise the future efficiency of supply chains and economic outcomes both in Queensland and nationally.

### GOAL:

Strategic investment, planning and policy decisions that benefit overall freight and logistics system performance and productivity are prioritised by industry and government now and into the future.

The QTLC Operational Plan expands on the activities and priorities summarised in the Strategic Plan and is the blueprint to guide the Council's engagement and actions for the 2014-2015 period.

Financial and budget implications of actions stipulated in the Operational Plan are outlined in the QTLC Operating Budget for each financial year.

# ACTIONS AND OUTCOMES

## Industry representation and engagement

### Agricultural commodities on rail

The Queensland economy comprises a higher proportion of agricultural sectors than any other state. This is reflected in the QTLC membership, which includes representatives from the agriculture and livestock sectors, as well as transport and logistics operators directly involved in the movement of agricultural freight.

In 2013, the QTLC contributed to the development of the Department of Agriculture, Fisheries and Forestry's Agricultural Transport Blueprint through a detailed submission that sought to define the issues impacting the transport of agricultural commodities throughout the state.

Building on this work in 2014, the QTLC provided a written submission to the Queensland Parliament's Inquiry into Rail Freight Use by the Agriculture and Livestock Industries and appeared before the Parliamentary Committee on a number of occasions to provide evidence regarding opportunities and impediments to the use of rail by the agricultural sector.

Following the Inquiry, Report 45 - Rail Freight Use by the Agriculture and Livestock Industries was commended to the Minister for Transport and Main Roads. With over 60 references attributed to the QTLC, the report recommended a number of actions proposed by the QTLC in the Strengthening Queensland's Supply Chains Report.

### Supply Chain Coordination Seminar

The QTLC's Strengthening Queensland's Supply Chains report released in 2013 identified the potential value of supply chain coordination in multi-modal corridors and recommended that the Queensland Government develop a supply chain coordination framework to align planning and improve efficiency.

The complexity that arises from multiple supply chain participants, or multiple supply chains using common infrastructure, means that each component is vulnerable to inefficiencies related to delays, scheduling issues and reduced capacity.

Understanding and coordinating the interface between internal participants and across supply chains is critical to optimising capacity and performance of the freight system and overall supply chain productivity.

Misalignment between supply chain participants can result in sub-optimal infrastructure operation and increased operating costs.

Supply chain coordination is a strategic response to the challenges of multiple participant supply chains and those sharing common infrastructure and services.

Coal companies are leading the way in using supply chain coordinators to maximise throughput and drive efficient asset utilisation. Beyond the coordination of internal dependencies, the supply chain coordinator function is evolving as a strategic approach for optimising infrastructure use in freight corridors to accrue multiple benefits for all supply chains operating in a region.

The Queensland Government, as a major infrastructure owner, has signalled its interest in supply chain coordination through the Queensland Ports Strategy and the North Queensland Resources Supply Chain Project. Further afield, Transport for NSW has appointed a Cargo Movement Coordinator.

During the year under review, the QTLC held a Supply Chain Coordination Forum - Unlocking Efficiency and Productivity Through Supply Chain Coordination. The aim was to further explore the potential for supply chain coordination, to ensure efficient use of Queensland freight transport infrastructure to benefit industry, particularly the agricultural sector.

The forum explored the relative benefits of supply chain coordination models employed in the Hunter Valley and Port Botany as well as the potential for applying coordination functions to benefit Queensland supply chains. It was well attended by both industry and government.

### **Toowoomba Second Range Crossing Forum**

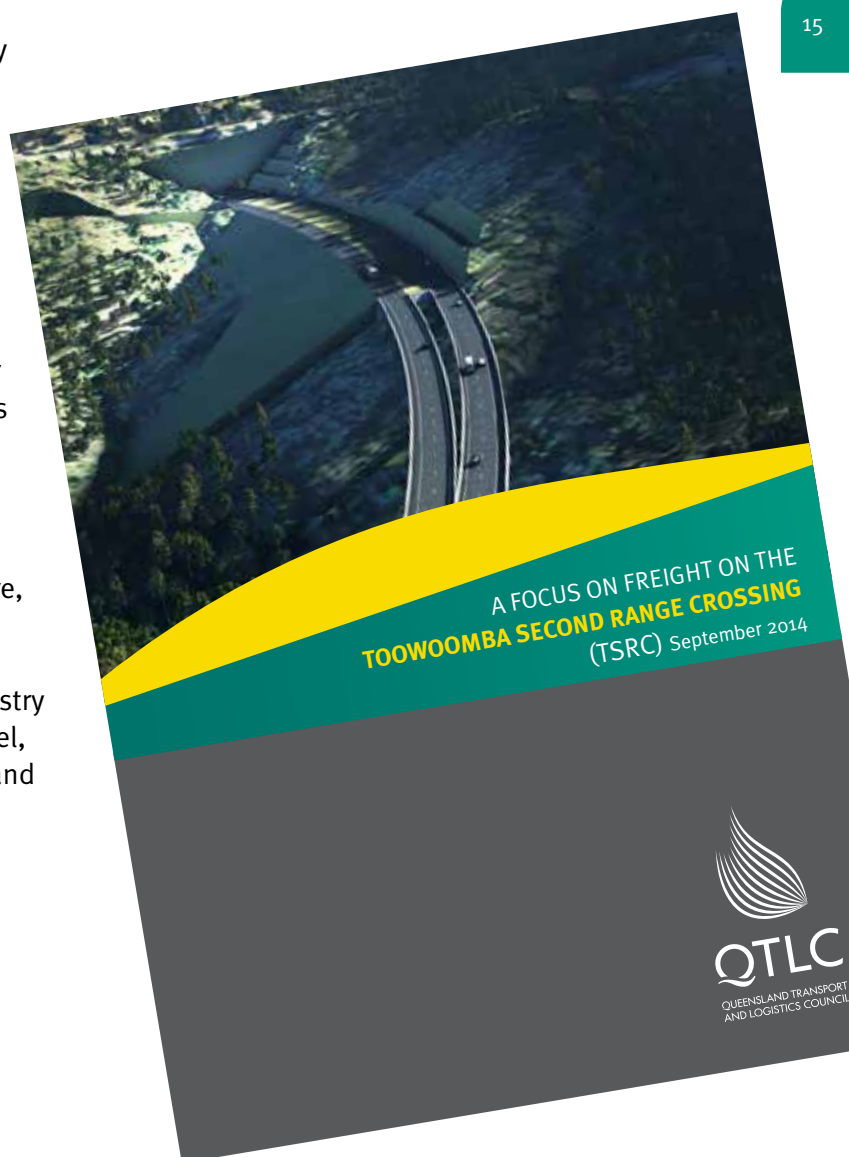
In early 2014, the Commonwealth and Queensland Governments announced \$1.6 billion funding for the Toowoomba Second Range Crossing (TSRC). Once completed, this high priority infrastructure project will deliver a number of benefits including the removal of heavy vehicles from Toowoomba City, decreased travel time and increased safety.

It is important the characteristics of supply chains that will use the TSRC, both now and into the future, are a key consideration in the development and approval of the final design. To this end, the QTLC held a forum with relevant stakeholders from industry – livestock, meat, over-size over-mass (OSOM), fuel, fast-moving consumer goods (FMCG), agriculture and project cargo – road transport operators and road managers of connecting networks.

The forum, and further analysis by the QTLC, identified productivity benefits likely to emerge from the TSRC by freight category and identify opportunities for further enhancing productivity.

Benefits include reduced travel time, a reduction in operating costs, reduced congestion, and improved safety. Opportunities to enhance productivity include better alignment between infrastructure planning and access arrangements between the TSRC and connecting networks; nominating PBS Level 3 as the reference vehicle to encourage vehicle innovation; and increasing tunnel height clearance to 5.6m to increase over-size over-mass movements to 90% from the forecast 78% at 5.3m.

The outcomes of the forum and analysis were summarised in a report – A Focus on Freight on the Toowoomba Second Range Crossing, which was submitted to the Commonwealth and Queensland Government for consideration during the procurement and design approval processes.



## Central Queensland Transport Supply Chain Forum

The Central Queensland Transport Supply Chain Study (CQTSCS) gives consideration to establishing an inland port in or near Emerald to facilitate the modal shift from road to rail of mining inputs (fuel, cement, chemicals) and agricultural exports (grain, cotton, citrus).

The state government study will investigate viable sites for the inland intermodal port, and the necessary supporting rail operations and infrastructure required to support a standardised container logistics platform.

An industry forum, held on 21 February and hosted by QTLC and the Department of Transport and Main Roads, sought input from regional businesses, local government and industry leaders on aspects of freight efficiency and supply chain optimisation.

Facilitated by the QTLC, the forum:

- presented the initiative to industry, outlining its relationship with broader government policy and freight planning initiatives
- created understanding of agricultural and resource industry interest in an inland port and containerised logistic system

- discussed and challenged the key drivers and assumptions influencing the modelling and logistic requirements
- identified impediments that industry and government may need to consider.

The forum was well attended by industry and government alike. Discussions continue to be progressed with interested commercial parties regarding the opportunity to achieve supply chain improvements for the export of containerised agricultural commodities, in addition to potential benefits for regional distribution expressed by resource sector suppliers.





## Data collection and analysis

### Supply Chain Perspectives

The absence of quality freight data was identified as a concern in the QTLC's Strengthening Queensland's Supply Chains report. In response, the QTLC reviewed current and future Queensland supply chains including freight flows, drivers for change and an assessment of what policy, governance and infrastructure imperatives are required now and in the future to meet the needs of industry.

From the data collected, a suite of Supply Chain Perspective fact sheets were developed for key Queensland industries, including livestock and meat, cotton and cotton seed, grain, FMCG, sugar, fuel, OSOM and horticulture.

Each Supply Chain Perspective provides an overview of the industry supply chain under consideration, including dimensions, origin/destination and transformation points, movements, typical units of movement (UOM), modal choice, main routes and key nodal infrastructure.

## Inter-governmental planning and productivity

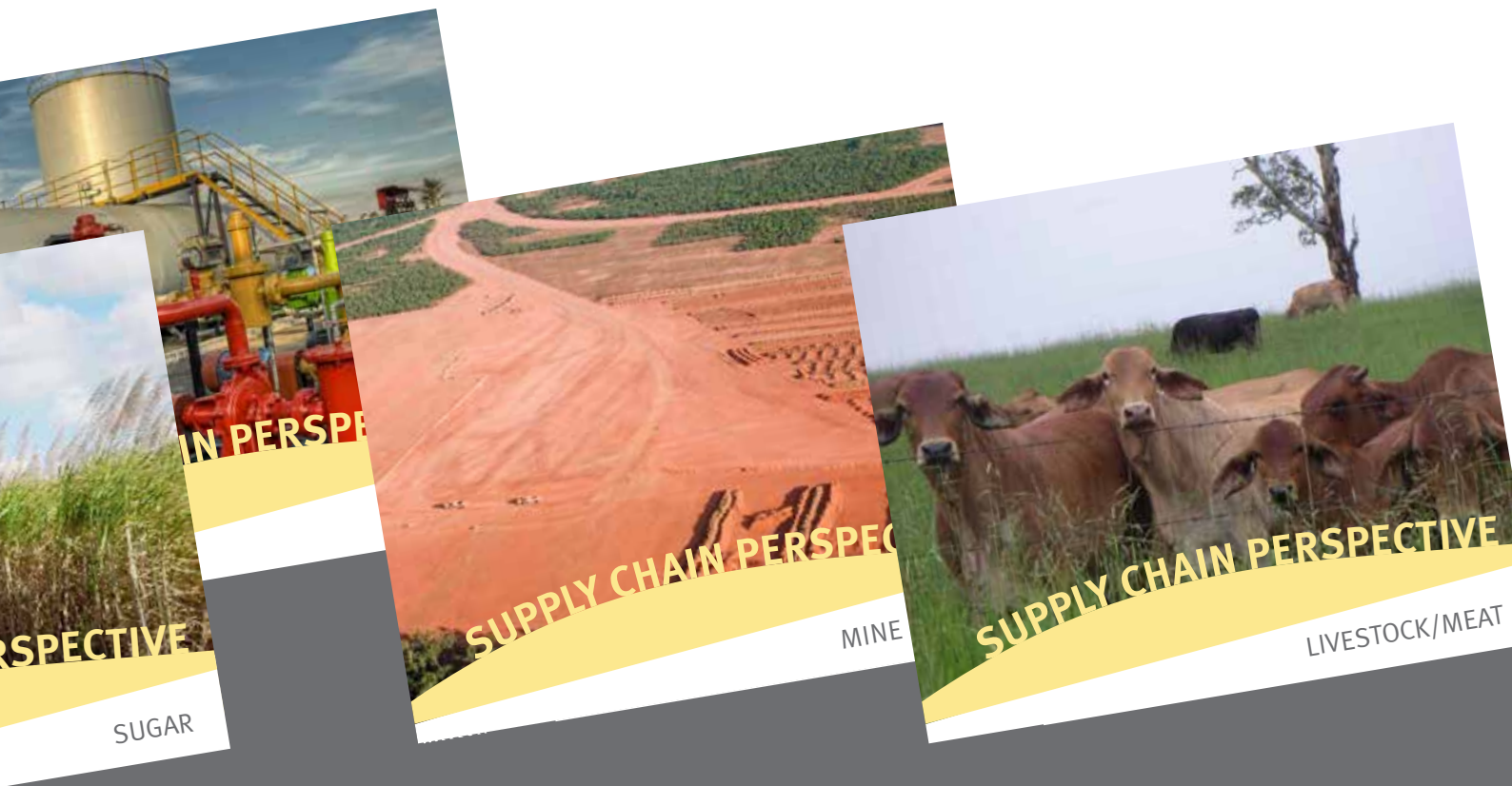
### Heavy Vehicle Action Plan

The Heavy Vehicle Action Plan (HVAP) is an initiative of the Department of Transport and Main Roads (TMR) that aims to map investment priorities over the next 10 years to improve the productivity and efficiency of high productivity (HPV) and OSOM vehicles.

The HVAP will help TMR prioritise investment that directly facilitates freight-efficient vehicle productivity, in preference to projects that currently favour routes with a high number of vehicles per day, thus optimising value for that investment.

The QTLC participated in an industry consultation workshop conducted with representatives across industry and was vital to developing the plan and identifying priority infrastructure issues.

Priorities identified at the workshop formed the basis for a case study to develop a methodology that uses economic, social and safety levers, to help TMR regions develop business cases to apply for funding.



The HVAP emphasises the needs of freight and heavy vehicles and highlights the importance of freight to Queensland's economy. As such, the QTLC continues to engage with TMR and offer its assistance through the next phases of the HVAP.

Most recently, the QTLC provided a submission to the Heavy Vehicle Safety and Productivity Funding Program, supporting Queensland's application for projects contained in the HVAP. The application was successful, resulting in a \$28.8 million package of works to upgrade the Gregory Highway between Emerald and Clermont, aimed at improving access from the current PBS Level 3 (Type 1 Road Train equivalent) to a PBS Level 4 standard.

The submission provided by the QTLC, and supported by 31 organisation including local governments, industry associations and transport operators, highlights the value of the QTLC in coordinating industry collaboration with government to achieve positive and productive outcomes.

## Transport to the Cooper Basin

While exploration for deep gas and oil is still in its early stages in Queensland, indications show the presence of these resources at the Cooper Basin and overlying Eromanga Basin. These basins are located in far western Queensland and run into South Australia. Should demand for these resources result in production, the remote location of the region poses a number of challenging and critical transport issues, not only for the proponents, but also for supporting services.

With much of the Cooper Basin located in South Australia, the South Australian Government has developed a road map to inform stakeholders of regulatory frameworks and approval process as well as identifying issues critical to development.

Four working groups have been established. The QTLC is a member of Working Group 2 – Supply Hubs, Rail-links and Airstrips to/in the Cooper-Eromanga

Basins, and Working Group 4 – Safe and Sustainable Transport and Reduced Red Tape Along SA/QLD Wharf to Well Corridors to the Cooper-Eromanga Basins.

Through these working groups and roundtable forums, the QTLC is working to ensure that Queensland industries and infrastructure are well-positioned to participate in, and support, Cooper Basin supply chains.

## Port master planning guidelines

In 2014, the Queensland Government released the Queensland Ports Strategy, which outlines planning, governance, environmental management and supply chain reforms to support the government's policy for future port development in Queensland.

A number of expert focus groups have or will be established to support the implementation of actions contained in the Ports Strategy. The QTLC was appointed to the expert focus group to consider the draft Priority Port Development Area (PPD) Master Planning Guideline.

Through the focus group, the QTLC played an active role in ensuring that fit-for-purpose, scalable plan-making arrangements are in place to support the development of the state's priority ports.

## Transport reform and research

### Heavy Vehicle Congestion Management App

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Road is the dominant mode for moving freight and is expected to grow by 71.6% over the next 10 years. This growth, in addition to an increase in light vehicles associated with general population growth, will place significant pressure on the road network and create congestion. Congestion increases freight costs and negatively impacts productivity.

In line with national frameworks proposing the use of ITSs to better manage the transport network, the QTLC is leading the development and implementation of a Heavy Vehicle Congestion Management (HVCM) Application(s) (app). The app uses real time traffic data to inform operators of congestion and network incidences to enable them to take mitigating action where possible.

The QTLC has convened a steering committee of stakeholders involved in developing smart transport devices, including custodians of real-time traffic data, major road transport operators and road managers.

The app also aims to harmonise cross-border real-time traffic data for heavy vehicle operators. Currently, operators travelling to South East Queensland from other states must access multiple traffic information systems. The incorporation of real time traffic data from New South Wales and Victoria into a Heavy Vehicle Congestion Management application will create cross-border benefits and a one-stop system for operators.

The app will also use GIS technology to collect reciprocal data to provide much needed and valuable freight movement information, which can be used to plan and prioritise investment in the freight network.

### Coastal shipping

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The agricultural sector is undergoing a re-focusing from bulk-only exports to containerised exports. This increases the opportunity for regional ports to handle containerised exports via a coastal shipping service that connects with international services offered through the Port of Brisbane.

Changes to the way that grain and sugar is sold in global markets provides an opportunity for increasing the use of sea freight containers to transport product from regional ports for export via the Port of Brisbane.

Queensland's ports are well positioned to capitalise on the introduction of a coastal shipping service. The feasibility and sustainability of an intra-state coastal shipping service is being considered by the Queensland Government and the Port of Brisbane.

Issues impacting coastal shipping are varied and complex. To better understand how they affect the feasibility and sustainability of a coastal shipping service in Queensland, the QTLC partnered with the Port of Brisbane, Department of Transport and Main Roads, Port of Townsville and North Queensland Bulk Ports Corporation to hold a Coastal Shipping Forum.

The forum was well attended by shipping operators, freight generators, government, stevedores and other stakeholders and considered:

- the benefits of coastal shipping for various industries
- the opportunities for industry
- the current challenges facing coastal shipping.

## Freight and logistics into the future

### Freight in Queensland from a global supply chain perspective

Population growth and international trade will see the Queensland freight task increase from 871 million tonnes in 2010/11 to between 1,643 and 1,741 million tonnes by 2026.

While it is clear that the increasing freight task will place additional demands on the Queensland freight network, it is less clear where these pressures will occur; what will be the freight and logistics needs of growth industries; and whether current and planned freight infrastructure is sufficient to meet future demand.

To better understand these issues, the QTLC compiled a report examining Queensland's major supply chains and identified the drivers for each supply chain from both a global and domestic perspective. The report – A Focus on Freight in Queensland from a Global Supply Chain Perspective – also considered the influence of policy and regulatory frameworks on the supply chain trends and identified key infrastructure to meet expected freight demands.

### Queensland's Inland Highway

As the Commonwealth and Queensland Governments seek to increase economic performance through expansion of the

agricultural and resources sectors, there is a need to establish a viable alternative to the Bruce Highway, which is vulnerable to a raft of road safety, flooding, capacity and congestion issues.

With this in mind, the QTLC identified a series of inland highways and developmental roads that potentially

could combine to provide an alternative to the Bruce Highway for connecting key industries and supply chains to domestic and export markets.

Potential inland routes were then analysed according to flood resilience, road safety, freight flows, level of access, travel times and distance. This analysis identified a preferred Queensland Inland Highway route with a number of advantages for freight movements to and from southern markets including:

- time savings between 10% and 25%
- productivity gains between 23% for PBS Level 3 and 49% for PBS Level 4
- flood resilience and improved road safety.

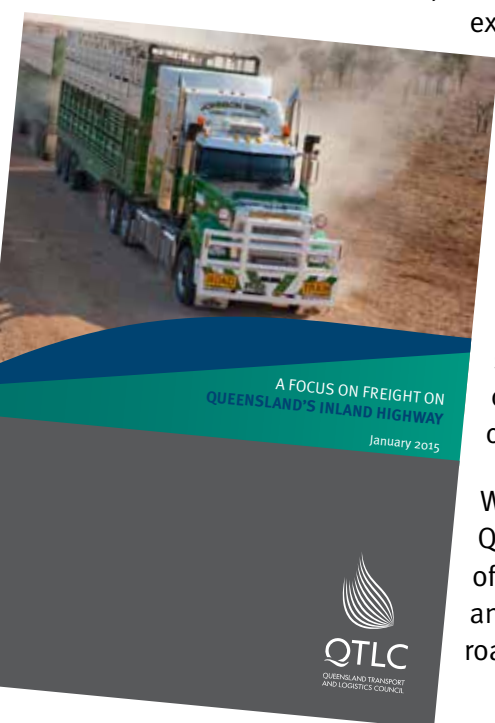
The economic benefits of shifting heavy vehicle traffic from the Bruce Highway to an inland corridor are estimated to be approximately \$642 million over 30 years with \$355 million over 30 years accruing in Queensland.

The results of the project and analysis are contained in the report, A Focus on Freight on Queensland's Inland Highway.

The release of the report is timely, with the recent announcement of funding under Round 4 of the Heavy Vehicle Safety and Productivity Package including a series of projects along the inland highway route to improve productivity and safety of road freight movement in and out of Queensland's regions.

The total funding package of \$28.8 million includes \$25.5m for a series of works on the Gregory Highway between Emerald and Clermont, aimed at improving access from the current PBS Level 3 (Type 1 Road Train equivalent) to a PBS Level 4 standard.

Queensland's successful funding application was supported by the QTLC through a detailed submission based on the report, A focus on Freight on Queensland's Inland Highway and co-signed by 31 industry bodies and organisations.



## QTLC representation

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Feb 13	Inland Rail Forum, Toowoomba
Feb 20	PBS Route Assessment Seminar, Brisbane
Feb 21	Facilitator, Central Queensland Supply Chain Forum, Emerald
Feb 25	Witness, Transport Housing and Local Government Committee's public hearing into the Inquiry into rail freight use by the agriculture and livestock industries.
Mar 5	QTA International Women's Day Breakfast, Brisbane
Mar 6	Chair, Transport & Logistics Law Forum, Brisbane
Mar 11	TMR Stakeholder Consultative Committee Meeting, Brisbane
Mar 18	Australian Freight Councils Network Annual Meeting, Sydney
Mar 19-20	ALC Forum, Sydney
Apr 9	Freight in Focus Seminar, Brisbane
Apr 21	National Remote & Regional Transport and Infrastructure Forum, Alice Springs
May 7	Witness, Transport Housing and Local Government Committee's public hearing into the Inquiry into rail freight use by the agriculture and livestock industries.
Jun 2	ARTC Inland Rail Forum, Ipswich
Jun 27-28	Northern Australia Development Forum, Townsville
Jul 2	LGAQ Freight Forum, Toowoomba
Jul 9	TMR Stakeholder Consultative Committee Meeting, Brisbane
Jul 16	Toowoomba Second Range Crossing Forum, Brisbane
Jul 30	TSBE Vision for Toowoomba & South-West Forum, Toowoomba
Jul 31	TSBE Asian Investment Forum, Toowoomba
Oct 22-23	Roundtable for Oil and Gas Forum, Adelaide
Oct 23	Agricultural Value Chains Forum, USQ Toowoomba
Nov 26	Port of Brisbane end of year event, Brisbane

## The year ahead

2014 has been a year of achievement for the QTLC, which is set to continue into 2015.

The Focus on Freight Seminar Series was launched in 2014 and has successfully covered topics of interest to the freight transport and logistics sector, including the potential benefits of supply chain coordination as well as productivity opportunities associated with the proposed Toowoomba Second Range Crossing.

Following the successful completion of the 2012-2014 Strategic and Operational Plans, the QTLC formalised a new 2014-2015 strategic planning framework and is well on the way towards implementing key actions and activities for the benefit of industry and supply chains in Queensland.

While guided by the Strategic and Operations Plans, the QTLC will continue to listen to the concerns of industry and respond to emerging

issues – such as coastal shipping – through a range of mediums including the Focus on Freight Seminars, submissions and advice to government, as well as research reports and publications.

Investment, planning and policy that promote the efficient movement of freight continue to be the main focus of the QTLC and 2015 will see the Council produce a series of reports aimed at better understanding supply chains in Queensland, the drivers of change, and the policy and infrastructure requirements to support future growth.

Continued funding is critical to achieving these objectives for 2015 and beyond. With this in mind, the immediate priority for the QTLC is to secure ongoing funding to ensure it can continue to effectively influence the development of efficient and productive supply chains and freight systems that benefit all of Queensland.



## Contact

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