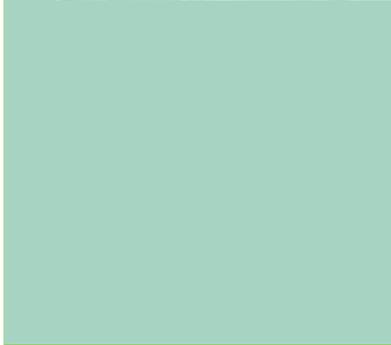




Queensland Transport and Logistics Council
Annual Report 2013



QTLC

QUEENSLAND TRANSPORT
AND LOGISTICS COUNCIL



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Message from the Chair

2014 sees Australia heading into some of its toughest trading conditions in recent business memory.

So much so, that most business owners, entrepreneurs and leaders under the age of 40 have never experienced times like this. It is unlikely they have never experienced a recession, and certainly not a depression such as our parents and grandparents experienced.

Coincident to this, it is patently obvious to all that while Australia side-stepped much of the global hardship accompanying the global financial crisis, the chickens are coming home to roost for us at present.

Yet, in times like these, opportunity abounds for those who look for it. The catalysts for survival and growth in these times are not complex, but they do require commitment from all.

There is a need for leadership as never before across all tiers of government and all sectors of business; leadership that can quickly and accurately discern the times; leadership that can make sound decisions and act collaboratively in the face of global competition such as we have never experienced before.

Any entity, public or private, that believes it can operate independently, without collaborating and cooperating with adjoining elements of our supply chains, is surely standing on quicksand.

The QTLC is working collaboratively with state and federal bodies across the full spectrum of politics and business to streamline our supply chains, identifying and harnessing latent efficiencies and giving our domestic and export supply chains their best possible opportunities to compete in the challenging times we face.

Albert Einstein famously remarked: 'In the middle of difficulty lies opportunity'.

2013 has been a year of difficulty. Let's all contribute to making 2014 Australia's year of opportunity.

Directors' report

Your Directors present this report on the company for the financial year ended 30 June 2013.

The Directors in office at any time during the financial year ending 30 June 2013 were:

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

Hal Morris resigned his position as Director on 20 March 2013. All other Directors noted have been in office since the start of the financial year to the date of this report unless otherwise stated.

The operating surplus (loss) of the company for the financial year was \$140,626.65 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 that 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 be, 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 30th day of October 2013

*There is a need for leadership
as never before across all tiers
of government and all sectors
of business.*

*2013 has been a year of difficulty.
Let's all contribute to making 2014
Australia's year of opportunity.*

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 Transport (DIT).

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

The organisational structure comprises 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:

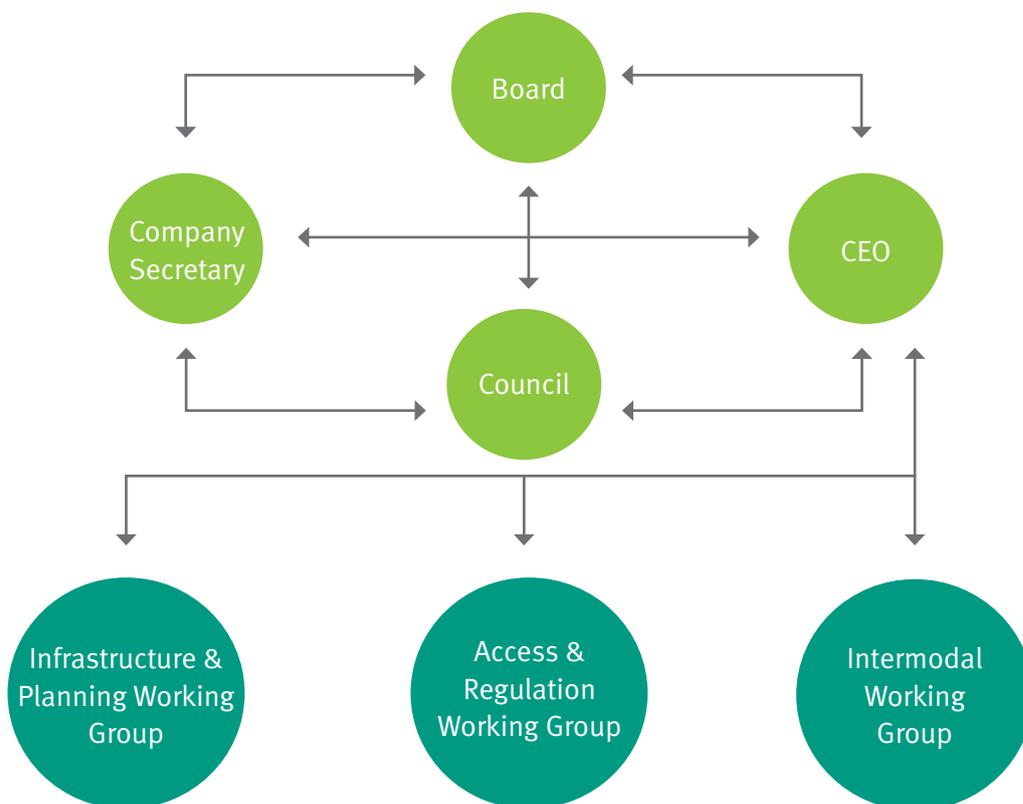
- infrastructure and planning
- access and regulation
- intermodal.

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



The **vision** of the QTLC is:

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** is:

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:

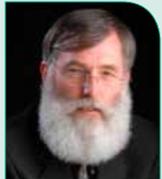
- appropriate and ongoing investment in supply chain infrastructure
- integrated regional and urban planning frameworks that secure land for current and future freight corridors
- an access policy and regulation environment that facilitates productivity and innovation
- efficient integration and linkage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

The QTLC **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 comprises of five Directors, representing the diversity found within the freight transport and logistics supply chain. The Board oversee the activities of the Council and running of the company. Hal Morris resigned his position as Director on 20 March 2013. At the end of 2013, the QTLC Directors are:



NEIL FINDLAY ('AICD FCILT)

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

These businesses won multiple, often repeat, state and national awards in the government and private sectors in fields such as training, industry excellence and 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 and 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 of Circadian Australia, Used Trailers and Yukana Retirement Village
- Chair, Australian Freight Councils Network.



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 in excess of 31 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 the development of 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

Peter was appointed to the role of CEO of the Queensland Trucking Association (QTA) in November 1995.

In his role, Peter provides strategic and operational leadership to a small team responsible for delivering to the members of the QTA and the broader industry in key areas including government regulations service and advocacy, policy development and debate, community relations and public affairs, financial management, employment law service, corporate governance, and risk management.

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 Trustee Director of TWU Nominees Pty Ltd, an industry superannuation fund with approximately \$3 billion under management and is the Chair of the Fund's Investment Committee. He is a member of the Queensland Workplace Health and Safety Board, Chair of the Department of Transport and Main Roads Heavy Vehicle Safety Forum and a member of the Department's Road Freight Industry Council, among many government and industry committees and/or policy groups.

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

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

Prior to his current positions, Peter was a Principal Consultant with the Queensland Chamber of Commerce and Industry.



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

Dr Rebecca Michael is Chief Executive Officer of the Queensland Transport and Logistics Council (QTLC).

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 QTLC, 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 2013, 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.

2013 QTLC members

Name	Organisation
Andrew Rankine	Port of Brisbane
Greg Hallam PSM	Local Government Association of Queensland
Hal Morris	Independent
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
Tim Ripper	Queensland Rail
Matt Yapp	North Queensland Heavy Haulage
Peter Garske	Queensland Trucking Association
Anna Campbell	AgForce
Brett Lynch	Pacific National
Robert Kasch	DHL Freight Forwarders



Corporate planning 2012–2014

The QTLC Strategic Plan 2012-2014 has been developed to define the Council's role within the broader freight and logistics policy, planning and reform context, and to delineate a mission statement and set of values which will underpin the QTLC's activities and pursuits.

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 2012-2014 identifies the activities that will be undertaken over a two-year period 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:

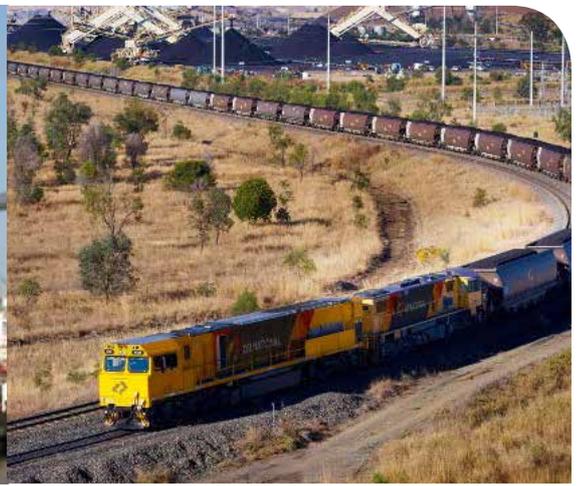
Freight transport and logistics data is collected, analysed and shared in a consistent way to better understand supply chains, target infrastructure inefficiencies and monitor performance across the whole freight transport system.

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 which 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 QTLC Operating Model and is the blueprint to guide the Council's engagement and actions for the 2012-2014 period.

Financial and budget implications of actions stipulated in the Operational Plan are outlined in the QTLC Operating Budget for each financial year (2012-2013 and 2013-2014).

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.

In response to the Queensland Government's commitment to better utilise rail for the transport of agricultural commodities, the QTLC has worked with industry and government to identify drivers and impediments to achieving a modal shift, as well as opportunities for increasing rail's contestability and share of agricultural freight.

The QTLC is committed to engaging with agricultural producers and key above and below rail operators to progress opportunities for increasing agricultural commodities on rail. As such, the Council partnered with Queensland Rail to hold two forums to develop solutions to issues impacting the efficiency and reliability of rail freight along the eastern coast of Queensland.

Following on from the success of the North Coast Line Rail Forums, the QTLC is looking to hold a forum with grain and cotton producers contiguous to the South Western and West Moreton rail systems, as well as low cost branch line above rail operators, to determine requisite policy settings, infrastructure upgrade and commercial arrangements for increasing export grain and cotton on rail.



Moving freight submission

An efficient freight system is critical to ensuring future economic growth. With freight volumes expected to increase substantially, the Queensland Government is planning now to accommodate this demand. The QTLC is contributing to the planning process.

The Council was invited to provide a submission to Moving Freight, the Department of Transport and Main Roads' plan for managing the freight system over the next 10 years. In its submission, the QTLC commended the government for recognising the importance of industry engagement and adopting a whole-of-supply-chain approach and for its approach to balancing freight transport needs relative to other users. A number of issues and recommendations raised in the QTLC Strengthening Queensland's Supply Chains Report have been included in the draft Moving Freight Plan.

Australian Freight Councils Network



The projected freight forecasts for Australia highlights the importance of taking steps to ensure the national freight system is secure, sustainable, and has the capacity to meet the demands of the freight task ahead.

Freight councils operate around Australia to pursue improved freight transport and logistics outcomes within their jurisdiction that also have broad benefits for industry and the Australian economy. The QTLC is taking a lead role in managing and administering the Australian Freight Councils Network (AFCN). Undertaking the Chair and secretariat functions of the AFCN, the QTLC performs a range of duties including developing and hosting the AFCN website,

acting as conduit for forum sponsorship, and leading the representations to the federal government for continued funding.

With June 30 2014 marking the end of existing federal funding agreements, the QTLC, on behalf of the AFCN, has commenced discussions with the federal government to renew funding for an additional three years. As a part of that process, the QTLC led the development of a submission presented to the Department of Infrastructure and Regional Development outlining the value of freight councils and their contribution to improved freight and supply chain outcomes both nationally and within their jurisdictions.

Influencing political priorities

As the peak industry body representing the interest of the freight and logistics sector, the QTLC was proactive in its approach to addressing emerging issues that impacted the efficient movement of freight on the network.

In 2013, the QTLC met with several high level government representatives including the Premier of Queensland, Minister for Transport and Main Roads, Minister for Agriculture, Fisheries and Forestry and the federal Minister for Industry to discuss matters affecting supply chain efficiency. The QTLC was also appointed to the Department of Transport and Main Roads Board of Management Stakeholders Committee. Discussions with all tiers of government served not only to influence priorities that benefit the

freight industry, but to increase the profile of issues that are source of ongoing concern.

DATA COLLECTION AND ANALYSIS

Import Export Logistics Chain Study

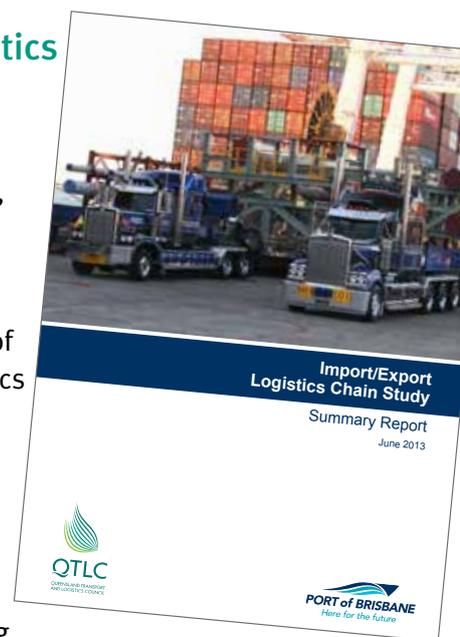
The QTLC, in conjunction with the Port of Brisbane, conducted an import/export logistics (IMEX) chain study to provide a detailed understanding of the main landside logistics chains serving the Port.

As Queensland's largest multi-cargo port – and Australia's third largest container port – the Port of Brisbane is driving economic growth throughout Queensland and Northern New South Wales. The continuation of this growth is dependent on effective road and rail networks that facilitate efficient, productive and sustainable supply chains.

The IMEX Logistics Chain Study examined:

- landside movement of import/export containers
- major container routes, volumes and traffic conditions
- landside movement of selected non-containerised commodities (coal, grain, motor vehicles, break bulk steel)
- landside movement of domestic containers
- impediments and blockages influencing logistics chains and markets
- trade and traffic forecasts.

The QTLC is committed to supporting and adding value to the freight and logistics activities undertaken by the Queensland Government. As such, the data collected from the study has been used to update the government freight movement models and is available to inform supply chain and freight network planning.



Actions and outcomes

INTER-GOVERNMENTAL PLANNING AND PRODUCTIVITY

North Coast Rail Line Forums

The QTLC partnered with Queensland Rail (QR) to hold the North Coast Line (NCL) Rail Forums in March and November in response to industry concerns regarding the efficiency and reliability of rail freight along the eastern coast of Queensland.

The forums provided an opportunity for government and industry to work collaboratively to identify and respond to challenges that impact on the efficient movement of rail freight on the NCL, which is critical to the movement of international, domestic and interstate freight to northern Australia.

Key challenges identified included poor service reliability, flooding, the scheduling of line closures and maintenance, priority given to passenger services and congestion in the South East Queensland network.

The forums saw industry representative and government (as the asset owner) collaborate to identify and commit to a group of actions aimed at improving the performance and utilisation of the NCL. The QTLC has been monitoring progress on these actions and makes regular reports to industry.

The QTLC will continue work closely with QR and customers to build resilience in supply chains; optimise supply chain operations; prioritise a flood mitigation program; understand factors impacting on-time entry into the NCL network; and to ultimately improve the overall efficiency of the system.

Central Queensland Transport Supply Chain Study

The Central Queensland Transport Supply Chain Study (CQTSCS) gives consideration to the establishment of 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, to be hosted by QTLC and the Department of Transport and Main Roads (TMR) in February 2014, seeks input from regional businesses, local government and industry leaders on aspects of freight efficiency and supply chain optimisation.

The forum will:

- present the initiative to industry, outlining its relationship with broader government policy and freight planning initiatives
- create understanding of agricultural and resource industry interest in an inland port and containerised logistic system
- discuss and challenge the key drivers and assumptions influencing the modelling and logistic requirements
- identify impediments that industry and government may need to consider.

Heavy Vehicle Action Plan

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

The HVAP will assist TMR in prioritising 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 the industry consultation workshop conducted with representatives across industry. This participation was vital in 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.

Access and Regulation Forum

The QTLC continues to support the heavy vehicle industry in its endeavours to reform restricted access vehicle permit and access processes. While a significant reform process is under way through the National Heavy Vehicle Regulator, some issues persist at the national, state and local level.

The QTLC continues to engage with representatives from all tiers of government to ensure that the productivity benefits expected from heavy vehicle permit reforms are realised. As such, the QTLC, in collaboration with TMR, will hold a Heavy Vehicle Access Forum in March 2014 under the auspices of the QTLC Accessing and Regulation Working Group.

The Heavy Vehicle Access Forum will adopt the collaborative approach successfully employed by the NCL Rail Forums to explore and address issues such as OSOM networks, managing bridge access and Industry Performance-Based Standards (PBS) Route Assessments. The second half will highlight the issues that need to be addressed by presenting real case studies.

National Land Freight Strategy Community

The National Land Freight Strategy is a partnership between the Commonwealth Government, state, territory and local governments, and industry, to drive efficient and sustainable freight logistics and balance the needs of a growing Australian economy with the expectations of the Australian people.

During 2013, the QTLC collaborated with Queensland Department of Transport and Main Roads to develop and provide a Queensland perspective in response to the federal government's request for advice on how to communicate best with communities, and maximise freight network performance.

This task was supported and guided by two key documents released in 2013: Queensland's Moving Freight Plan, which has a focus on balancing community needs and expectations with those of industry and the requirements of the freight task; and the Strengthening Queensland Supply Chains report, which focused on extracting optimal performance out of our existing freight systems and regional supply chains.

The national consultation process revealed suggestions ranging from conventional industry and community interaction, to social media campaigning and innovative 'follow the box' concepts, where specific coloured/painted containers are GPS tracked on their journeys around the nation to educate people about the diversity and scope of the freight sector.

The QTLC continues to partner with state and federal governments to drive freight network productivity gains while optimising community relationships.

Actions and outcomes

TRANSPORT REFORM AND RESEARCH

Heavy Vehicle Congestion Management App



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, manifesting as congestion. Congestion increases freight costs and negatively impacts productivity.

In line with national frameworks proposing the use of Intelligent Transport Systems (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) that 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, custodians of real-time traffic data and 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 app will create cross-border benefits and a one-stop system for operators.

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

Queensland Ports Strategy Submission

The QTLC was invited to provide comment on the draft Queensland Ports Strategy (QPS) released by the state Department of State Development, Infrastructure and Planning. The QPS will be the Queensland Government's blueprint for managing and improving the efficiency and environmental management of the state's port network over the next decade.

In its submission, the QTLC commended the government for recognising the importance of ports to the overall economic development of Queensland as well as the efficiency and sustainability of related supply chains.

Initial concerns were held regarding the 10-year horizon for the strategy, which is arguably too short to adequately plan for, fund and build long-run port and contiguous landside infrastructure. These concerns were allayed by the 30-year timeframe of proposed port master plans. The QTLC strongly advocates that this timeframe be retained to ensure that future port operations and developments are strategically managed with sufficient time for infrastructure planning and implementation.

Agricultural Transport Blueprint

The QTLC was invited to provide a submission to the Department of Agriculture, Fisheries and Forestry (DAFF) on its Agricultural Transport Blueprint, an initiative undertaken to better define the issues impacting the transport of agricultural commodities throughout the state.

In its response, the QTLC recommended that a whole-of-supply-chain approach is critical towards improving the productivity of the agricultural sector, which may also benefit from an optimisation assessment performed by appointing a Supply Chain Coordinator.

Other key points included the importance of collecting and analysing robust data and the lack of competition in the above rail market for the western and south-western lines to move agricultural commodities.

Transport service contracts

The Queensland Government seeks to support the movement of livestock and regional freight through two transport service contracts (TSC). These contracts will expire in 2015 and TMR is reviewing options for provision of regional and livestock transport services through an expression of interest process.

To ensure there would be a productive dialogue between industry and government on the options that best suit the future movement of livestock and regional freight, the QTLC liaised with key meat processors and producers to discuss their service requirements and issues.

The QTLC also engaged with transport operators to assist with providing information and data in relation to livestock transport services and supply chains as well as other commercial markets that may provide contestable business opportunities.

FREIGHT AND LOGISTICS INTO THE FUTURE

Strengthening Queensland's Supply Chains

The QTLC developed the Strengthening Queensland's Supply Chains 2013-2015 Report (SQSC Report), which proposes 52 low cost, innovative, systemic recommendations aimed at improving the development and sustainability of efficient and productive supply chains.

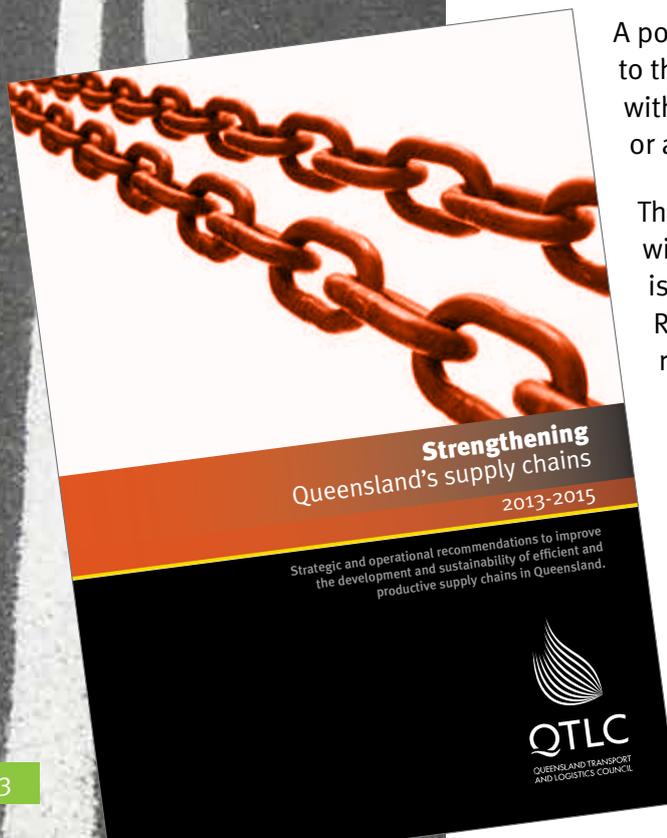
The SQSC Report was released and presented to government in June 2013. The report critiques freight transport and logistics issues according to relevant factor including but not limited to:

- mode – road, rail, sea, air
- industry
- key supply chains
- freight networks and corridors
- governance – local, state national
- regulation and reform
- infrastructure and charging models.

The SQSC Report was distributed to a broad group of stakeholders including state and Commonwealth Ministers and departments, QTLC members and industry groups and organisation.

A positive whole-of-government response to the recommendations was received, with all recommendations either accepted or accepted in principle.

The QTLC will continue to work with government to address the issues highlighted in the SQSC Report and pursue the proposed recommendations.



QTLC representation

ALC Forum Melbourne

North Coast Line Rail Forum

Heavy Vehicle Action Plan Workshop

SEQ Regional Development Initiative Workshop

ALC Leaders Forum

4th Annual Transport Infrastructure Conference

Meeting with Federal Department of Infrastructure and Transport

SEQ in Asian Century

2013 China International CIO Outsourcing Summit in Suzhou – China

Gladstone Region Future Summit

Transport Infrastructure Conference Brisbane

The Queensland Plan Workshop Brisbane

Moving Freight Ministerial Information Session Brisbane

Austrroads Local Government Planning Workshop

Freight Week Event Victoria

Banana Shire Industry Summit

AusIntermodal Conference Sydney

Australian Freight Council Network Meeting

Gallilee Basin Coal and Energy Conference

Port of Brisbane End of Year Forum

Toowoomba Bypass Forum

Queensland Agricultural Merchants Annual General Meeting

Department of Transport and Main Roads Board of Management Stakeholder Meeting

Meeting with Premier, Campbell Newman, Minister for Transport and Main Roads, Scott Emerson, Minister for Agriculture, Fisheries and Forestry, John McVeigh, Brisbane

Meeting with Department of Transport and Main Roads Director-General, Neil Scale

Meeting with Minister for Transport and Main Roads, Scott Emerson



The year ahead

In 2014, the QTLC will focus on consolidating the many initiatives given momentum in 2013 through the SQSC Report, and will forge ahead with a suite of projects that address emerging issues impacting the industry.

A seminar series, Focus on Freight, will start in April 2014, with the first event looking at the potential benefits of supply chain coordination and relevance to the Queensland context.

The series will attract key note speakers, with the aim of presenting divergent views on specific issues to promote understanding and encourage activities focussed on improving efficiency and productivity.

The long-term success of the QTLC will be dependent on securing future funding for the 2014/15-2016/17 period and, as such, the Council – as AFC secretariat and independently – is working diligently to ensure it continues to represent the interests of the freight and logistics industry.

To ensure the activities of the QTLC continue to address the key issues affecting industry, as well as meet the key performance measures set by our funding body – a new QTLC Operation Plan 2014-2015 will be developed to identify the actions that will be undertaken to progress strategic priorities for that period.

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