



QTLC

QUEENSLAND TRANSPORT
AND LOGISTICS COUNCIL



Queensland Transport and
Logistics Council

Annual Report 2012





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Funding from the Queensland and federal governments has been committed for the next three years, ensuring the Council is on a strong footing to deliver on our strategic goals.

Message from the Chair

The success of the Queensland Transport and Logistics Council (QTLC) in 2012 is the culmination of three years of work by our board, members and secretariat since the inception of QTLC.

The year saw the appointment of Dr. Rebecca Michael as our inaugural CEO and subsequent significant progress under her leadership.

Rebecca has overseen the development of new strategic and business plans for the Council, ensuring we progress towards our goal of being the peak transport and logistics advisory body to government and industry.

Following the change in state government in Queensland in 2012, the Council has been working closely with Minister for Transport and Main Roads, Scott Emerson, and his team, to ensure our efforts are optimally focused on the best outcomes for the Queensland freight logistics sector.

The Council's multimodal credentials have been strengthened, with extra focus on rail and ports during the year. This is in line with key government policies to manage the growing freight task in Queensland.

Funding from the Queensland and federal governments has been committed for the next three years, ensuring the Council is on a strong footing to deliver on our strategic goals.

2012 has been a pivotal year in the evolution of the QTLC, and sees us placed well for the next triennium.

Directors' report

Your Directors of the QTLC present this report on the company for the financial year ended 30 June 2012.

The Directors who were in office at any time during or since the end of the year are:

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

The Directors have been in office since the start of the financial year to the date of this report unless otherwise stated.

The operating surplus of the company for the financial year was \$161,325.96.

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.
- The QTLC formally engaged Dr. Rebecca Michael as its Chief Executive Officer during this financial reporting year.

No other 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 24th day of January 2013

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 Council 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:

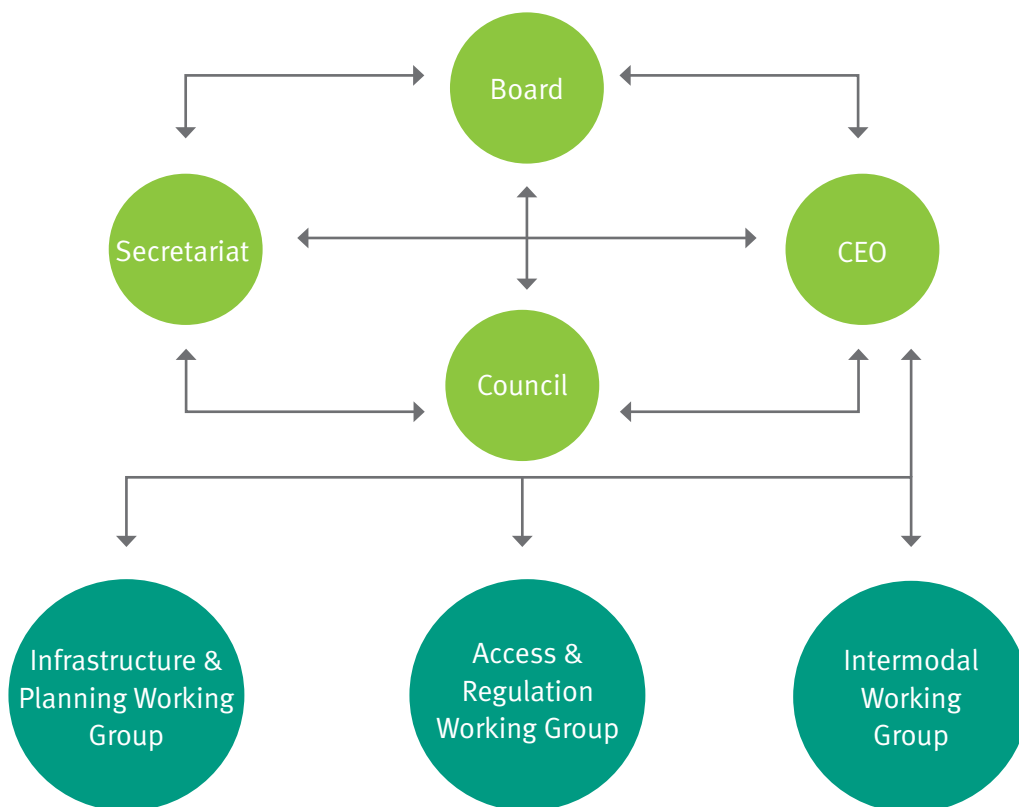
- infrastructure and planning
- access and regulation
- intermodal.

The Access and Regulation Working Group ensures regulatory consistencies and increased freight efficiencies. It does this by contributing to innovative solutions that enable access to the freight network, in particular the 'last mile', for High Productivity Vehicles 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



vision mission 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 is comprised of five 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 2012, 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.



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.



HAL MORRIS

Hal has worked as a Non-Executive Director, advisor and senior executive in the public and private sectors for over 30 years. His career has had a particular focus on strategy and management of transport, logistics and tourism organisations. He is currently a member of commercial, not-for-profit and advisory boards.

During his career, Hal has held senior industry and government roles including:

- CEO of the Chartered Institute of Logistics & Transport in Australia
- Chairman of Binna Burra Ltd, an iconic Queensland eco-tourism company

- Inaugural CEO of the Australian Logistics Council
- Manager Strategy and Government Affairs for QR
- Program Director of the National Transport Secretariat
- Executive Director in the Queensland Premier's Department
- Regional Director of South East in the Queensland Transport Department.

Earlier in his career, Hal served in the Australian Regular Army as an officer and helicopter pilot in Army Aviation.

Hal is a graduate of the Royal Military College, Duntroon, holds an honour degree from the University of New South Wales and has post graduate qualification in Business from New England University. He is a Fellow of the Chartered Institute of Logistics and Transport.



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.

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 2012, are listed in the table below.

2012 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
David Quinn	Pacific National

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.



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:

1. Industry representation and engagement
2. Transport reform and research
3. Data collection and analysis
4. Inter-governmental planning and productivity
5. 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

QTLC Strategic and Operational Plans 2012-2014

The development and adoption of the QTLC Strategic Plan and Operational Plan this year has seen the Council put down a solid foundation upon which to engage with industry to represent their interests in the pursuit of activities aimed at improved freight transport and logistics outcomes.

The Strategic Plan acknowledges the movement of goods across borders and describes the regulatory and policy context at both a state and national level, while recognising the critical role local government plays facilitating the movement of freight.

The Strategic Plan also posits that a whole-of-supply-chain approach to addressing inefficiencies, cognisant of upstream and downstream impacts, is necessary to maximise performance of the freight system.

The Operational Plan expands on the principles of the Strategic Plan and identifies a number of activities aimed at strengthening engagement with all members of a supply chain including a review of the QTLC membership and working groups, and hosting supply chain forums.

Membership review

As part of the QTLC's commitment to being the peak freight transport and logistics industry advisory body to government on policy, investment and infrastructure issues in Queensland, the Council has recently undergone a review of its membership to ensure it is representing the interests of all stakeholders in the supply chain.

The membership review considered the industry drivers within the Queensland economy as well as the operators and managers of critical freight transport and logistics infrastructure. This approach ensures freight transport and logistics matters can be

considered from an integrated, whole-of-supply-chain perspective and not constrained by sectoral views.

The response to the QTLC membership review was positive with all individuals approached to join the Council accepting the invitation.

As part of the membership review, a QTLC Members Charter was established, outlining the engagement principles and expectation of members as they support the activities of the Council.

QTLC Industry Associates

While the QTLC constitution limits the membership to 25, the QTLC has received an overwhelming number of enquiries from organisations and individuals from the freight transport and logistics sector seeking to be involved with the activities of the Council.

In response, the QTLC has established an Industry Associates membership.

Associates are kept informed of developments and invited to collaborate with the QTLC on activities that help develop efficient, productive and sustainable freight movements and supply chains.

More information on how to apply to become a QTLC Industry Associate can be found on the QTLC website – www.qtlc.com.au.

Queensland Freight Future Forum

The inaugural QTLC Queensland Freight Future Forum 2012 saw senior industry and government representatives, as well as key freight transport and logistics stakeholders, come together to discuss how to sustainably manage current and future freight demands across all transport modes to support industry, consumers and broader economic, social and environmental outcomes in Queensland.

The forum was attended by the Honorable Scott Emerson - Minister for Transport and Main Roads, Michael Deegan - the National Infrastructure Coordinator, and Michael Caltabiano – Director General Transport and Main Roads, as well as representatives from rail and road operators, infrastructure owners and major generators of the freight task.

Attendees acknowledged that the freight task is increasing and that a sustainable, productive and efficient freight transport and logistics system is critical to realising the economic benefits tied to the emerging ‘four pillar’ Queensland economy.

With freight movements an index of economic development, it was recognised that government and industry need to work together to strengthen supply chains through better integration of modes; more efficient use of existing freight transport infrastructure; innovative models of infrastructure investment; and productive stakeholder engagement.

Attendees noted that supply chain efficiency and productivity was being constrained by challenges to the freight transport and logistics sector and proposed how these challenges might be addressed while strengthening the freight network system and improving productivity.

Key challenges for the movement of general freight by rail focus on poor service reliability, flooding, the scheduling of line closures and maintenance, priority given to passenger services and congestion in the SEQ network.

Attendees acknowledged that the freight task is increasing and that a sustainable, productive and efficient freight transport and logistics system is critical to realising the economic benefits tied to the emerging ‘four pillar’ Queensland economy.

Industry attendees noted large scale investment in rail infrastructure is required, and while cognisant of fiscal constraints, identified a number of low cost priorities for addressing challenges associated with the efficient movement of freight by rail.

Attendees from the road freight industry suggested the administrative burden imposed by current heavy vehicle permit processes undermined the benefits of High Productivity Vehicles and over mass/dimension vehicle combinations, and that a paradigm shift is required to realise increased productivity, reduced congestion, reduced emissions and improved road safety.

The QTLC undertakes to work with industry and government to address the challenges, and progress the opportunities raised during the forum to deliver a sustainable freight transport network and a regulatory system that supports innovation for the benefit of all Queensland now and into the future.

Actions and outcomes

A focus on rail

The QTLC is committed to working with industry and government to maintain the competitiveness and viability of rail to move freight in Queensland now and into the future.

Responding to industry's concerns regarding systemic and infrastructure issues impacting the efficient movement of general freight by rail, the QTLC and Queensland Rail are partnering to hold a Rail Forum in March 2013 to explore and progress opportunities to improve rail freight services on the North Coast supply chain.

The forum will provide an opportunity for government and industry to collaborate to identify and respond to challenges to the efficient and productive movement of rail freight and to propose options for the long term planning and management of rail freight services that meet the current and future needs of rail freight users and operators.



Improving supply chain coordination

The QTLC and its working groups have collaborated broadly over the last year with freight transport and logistics stakeholders to improve supply chain efficiency through a coordinated approach.

The Intermodal Working Group hosted a workshop that saw heavy haulage operators, the Port of Brisbane, stevedores and trailer manufacturers come together to resolve issues impeding A-Double vehicle access to the Port.

The A-Double vehicle was approved to run on the Toowoomba-to-Port of Brisbane freight corridor in November 2010 and its high payload significantly improves productivity on this critical freight route, while also easing congestion.

Concerns regarding the ability to efficiently reverse A-Doubles within the Port precinct threatened to reduce the uptake of this high productivity vehicle, which would impact negatively across the whole supply chain.

Potential 'best fit' solutions were identified during the workshop, resulting in the development of innovative steering technology.

The QTLC also reacted quickly to reports that the efficient movement of over-size cargo from the Port to the Surat Basin region to support the coal seam gas industry was being impacted by the increasing volume of over-dimension cargo movements, creating congestion up to and beyond the Toowoomba range.

In response, the QTLC held a workshop and meetings with all members of the supply chain corridors to the Surat region to identify productivity impediments. The Council then made representation to the Deputy Police Commissioner on behalf of industry seeking an exemption from the 2012 Christmas curfew on travel restrictions for excess dimensional load.

This request was approved and resulted in more than 250 over-size loads being moved from the Port in an efficient and safe manner.

Data collection and analysis

Import export logistics chain study

The QTLC Operational Plan commits to activities aimed at improving the collection of robust and reliable movement, supply chain and logistics data to inform effective freight system planning, investment and strategy.

In 2012, the QTLC, in partnership with the Port of Brisbane, commenced the Import Export (IMEX) Logistics Chain Study.

The study will provide the QTLC and Port of Brisbane with robust data on traffic volumes, movement and flow maps, and trade volumes. It will also identify supply chain blockages and influences, as well as the origins and destinations of specific cargo types and mode.

In addition to identifying the landside movement of all full and empty import export containers through the Port of Brisbane, Acacia Ridge and the Brisbane Multimodal Terminal, the study will also capture landside movements of the following key commodities:

- motor vehicles
- bulk cereals and grains
- break bulk limited to steel, wide and heavy loads, timber and machinery
- coal.

The IMEX study is due to be finalised in February 2013 and will be one of the most reliable and informative freight movement data sets in Queensland.

Transport reform and research

Easing the burden of regulation

The movement of large vehicles and vehicles carrying large indivisible articles within Queensland in a safe and efficient manner is managed in accordance with various government guidelines and policies.

The introduction of the National Heavy Vehicle Regulator in 2013 will reform decision-making processes, timeframes and accountabilities for managing heavy vehicle access permits on jurisdictions.

Ahead of this reform, the QTLC has considered the regulatory and policy constraints to efficient and sustainable movement of freight by heavy vehicles. These considerations were raised during the QTLC Freight Future Forum and were formalised in a paper to government proposing key actions aimed at improving heavy vehicle access and regulation in Queensland.

These representations resulted in the establishment of the Heavy Vehicle Access and Permits Taskforce, which has developed an options paper for reforming heavy vehicle access and permit processes in the Department of Transport and Main Roads. This report will be finalised for consideration in early 2013.

The QTLC also made representations to the Queensland Government seeking the introduction of a compliance moratorium for the requirement for spray suppression devices in Queensland ahead of the introduction of the Heavy Vehicle National Law 2012. This initiative saw the Queensland Government take the lead to facilitate a national moratorium to resolve cross-border issues.

Efficient and harmonious access to freight corridors is critical to supply chain security and, as such, the QTLC will continue to seek to influence regulatory reform.

Actions and outcomes

2012 Review of National Transport Commission and Other Bodies

The QTLC was invited to provide a submission to the 2012 Review of the National Transport Commission (NTC) and Other Relevant Transport Bodies.

Transport Ministers agreed in November 2011 to conduct a review of the NTC, Austroads, ARRB Group, Transport Certification Australia and the Rail Industry Safety and Standards Board. The review examined the role and functions of these bodies going forward with the commencement of new national transport regulatory systems including the National Heavy Vehicle Regulator in January 2013.

Established in 2003, the NTC's current role is to develop, monitor and maintain uniform or nationally consistent regulatory operational reforms relating to road, rail and intermodal transport and to develop road user charging principles for heavy vehicles.

Reflecting findings of a 2009 review, the QTLC recommended the NTC be given an active role in facilitating implementation of reforms, project prioritisation and reporting to inform and deliver better reform results.

The QTLC submission also argued that, beyond the establishment of the National Heavy Vehicle Regulator, the NTC should retain an independent and ongoing role to monitor the implementation outcomes of the reforms and to identify and respond to heavy vehicle regulation issues that may warrant additional reforms, policies or operational frameworks to maintain the objectives of the harmonisation process.

Innovative transport research

The QTLC, in partnership with the Department of Transport and Main Roads, offered two 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 grant awarded to Cannon Logistics was used to trial the ability of IceCOLD®, a synthetic catalyst, to improve fuel and carbon emission savings of refrigerated trucks, by removing compressor oil fouling that occurs naturally in refrigeration.

Testing was conducted on fleet trucks under various operating conditions, including an on-road trial which replicated the normal operations of a Cannon refrigerated truck. The results of the trials indicated diesel fuel and carbon emission savings of greater than 30 per cent for refrigerated transport using IceCOLD® technology.

The grant awarded to Strategix Training Group was used to develop In2Green, a program designed to provide freight transport and logistics operators with 10 steps toward reducing emissions, establishing more sustainable workplace practices and systems, assisting fuel efficiencies, and reducing costs.

As a part of the In2Green rollout, the QTLC collaborated with Strategix to sponsor a series of seminars across Queensland to promote In2Green to freight transport and logistics sector.

The collaboration between the QTLC and Strategix Training Group to develop the 2Green program was a finalist in the Chartered Institute of Training and Logistics National T&L Excellence Awards for 2012.

NHVR fee for service

The QTLC was invited by the National Heavy Vehicle Regulator to provide comments on the discussion paper proposing national fees for regulatory services under the Heavy Vehicle National Law to apply during the initial operational phase of the National Heavy Vehicle Regulator's operations.

In its submission, the QTLC noted its support of a framework to transition to cost recovery as activity-based data is collected and true costs are identified. Furthermore, transitional arrangements, such as those proposed in the consultation paper, minimise the cost burden on industry as it moves towards a new fee structure, while enabling the NHVR to ascertain the actual cost of providing services that appear to be obscured by differential charging and the risk of cross-subsidisation by jurisdictions.



Inter-governmental planning and productivity

Working with local government

As owner of more than 80 per cent of the road network in Queensland, local government plays a critical role in the efficiency of the road freight task.

The QTLC acknowledges the challenges councils face to accommodate heavy vehicles on their network. However, the road freight task is rapidly increasing and there is an imperative for all levels of government to meet this demand for the economic benefit and prosperity of Queensland communities. The QTLC is working with local government to meet these challenges and develop whole-of-supply-chain solutions for a sustainable freight transport network.

A freight strategy for Queensland

The Integrated Freight Strategy for Queensland (IFSQ) was released in late 2011. The QTLC was instrumental in the development of the IFSQ and consultation with industry.

In 2012, the QTLC Working Groups worked with government to draft a series of recommendations to give greater effect to the focus areas and outcomes of the IFSQ.

Following the change of state government in April, the IFSQ has undergone revision. The QTLC has collaborated with government during the revision process, with a number of the recommendations drafted previously by the QTLC Working Groups likely to be included in the strategy which is due for finalisation in early 2013.

Queensland is also in the midst of a resources boom that will continue well into the future.

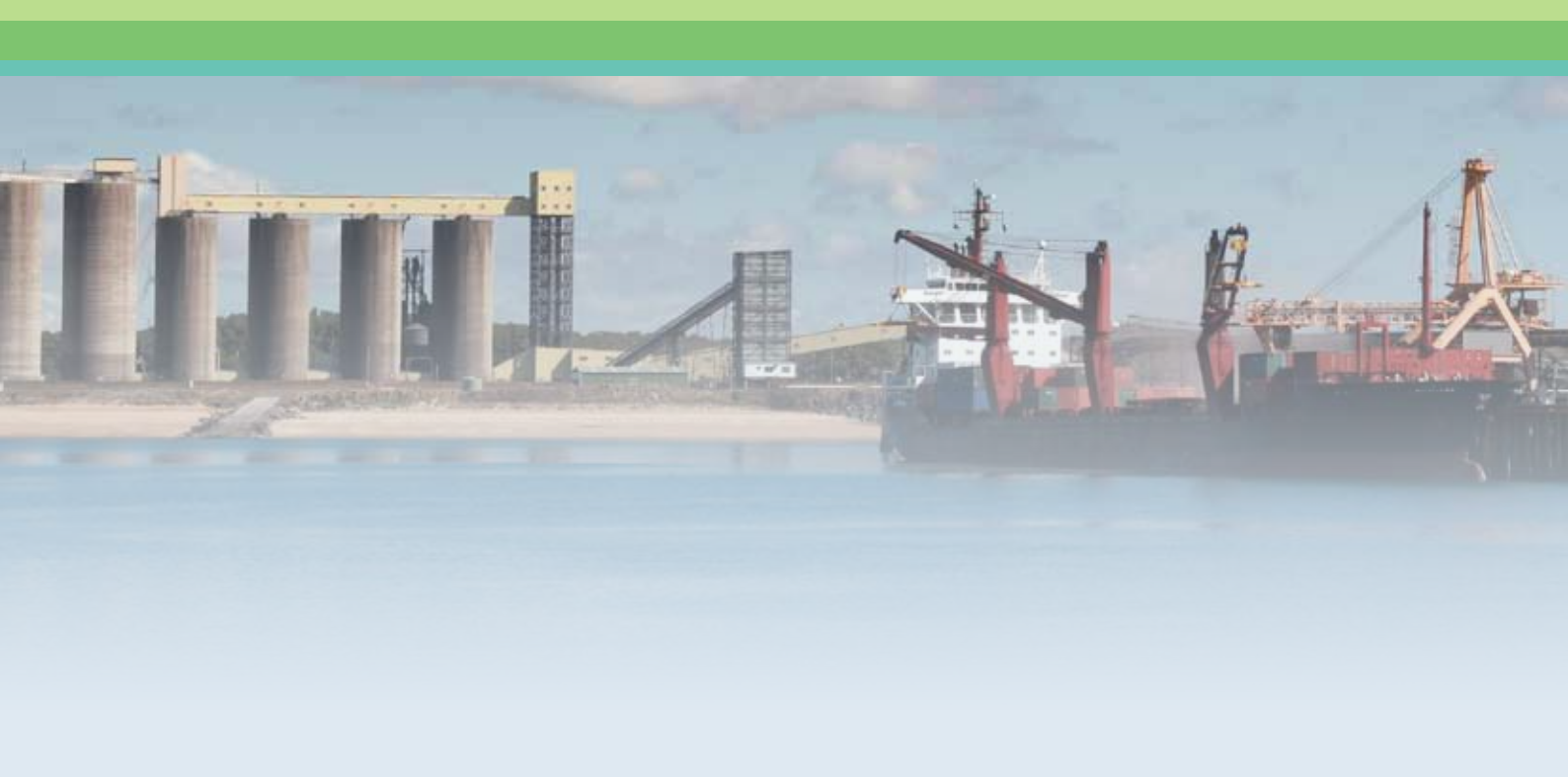
Supporting Surat Basin supply chains

With the coal seam gas (CSG) industry in the Surat Basin expanding rapidly, so too is the number of freight movements to and from the region to support CSG development.

Over-dimensional loads on roads dominate the increasing CSG freight task. Key challenges to the efficient movement of over-size freight include the need for additional police escorts and pilots as well as suitable pull-over, over-taking and marshalling areas.

Consideration must also be given to coordinating increased truck and rail path movements and to manage the impact in contra-flow on other Surat Basin supply chains including livestock, cotton and grain.

Together with the Queensland Police Service, Port of Brisbane, Queensland Rail, local government, Department of Transport and Main Roads, CSG companies, heavy haulage operators and other transport associations, the QTLC is involved in a range of activities aimed at coordinating and strengthening supply chains to ensure the sustainability of freight movements in and out of the Surat Basin.



Freight and logistics into the future

Priorities for strengthening Queensland's supply chains

While productivity and competitiveness are critical to Queensland's long term economic prosperity, they are inhibited by constraints to freight transport and logistics.

The efficiencies of supply chains are impacted by a range of factors including a complex regulatory environment that doesn't support innovation, urban congestion and bottlenecks, limited funding for freight transport infrastructure, poor availability of good quality freight movement data, and a disconnect between investment and planning across whole supply chains.

Into the future, the projected high rate of population growth in Queensland will increase the freight task, placing additional pressure on an already stressed freight network to accommodate increases in demand for goods and services.

Queensland is also in the midst of a resources boom that will continue well into the future. As mining and other industries such as livestock and grain grow, so too will the need to transport resource and agricultural goods to ports for export.

The QTLC recognises that government and industry must work together to meet these challenges and develop whole-of-supply-chain solutions for a sustainable freight transport network. As such, the Council has drafted Strengthening Queensland's Supply Chains 2013-2015, a report aimed at making strategic and operational recommendations to improve the development and sustainability of efficient and productive supply chains. It is intended that this be a 'living' document, renewed biannually, to advise government of freight transport and logistics issues and solutions as developed by industry.

Strengthening Queensland's Supply Chains 2013-2015 will be finalised and presented to government for consideration and action in early 2013.

QTLC representation

Intermodal Asia, 9-10 February 2012

Ports & Harbours Conference, 28-29 March 2012

Australian Freight Council Network, 28 April 2012

Australian Logistics Council Forum, 29-30 April 2012

LTAQ/ALRTA National Conference, 18 May 2012

Surat Basin Coal Conference, 23-24 May 2012

Coal Export Infrastructure Conference, 19 June 2012

International Economic Development Conference,
17-20 September 2012

AusIntermodal Melbourne, 30 October 2012

National Transport Commission Ports Strategy Forum,
29 October 2012

Chartered Institute of Logistics and Transport Awards,
2 November 2012

Port of Brisbane End of Year Event, 29 November 2012

The year ahead

2013 will see the QTLC focus on working with government to address priorities identified in Strengthening Queensland's Supply Chains 2013-2015.

The Council will also seek to support industry through the Heavy Vehicle Reform process and engage with local government to ensure that the productivity benefits expected to flow from the reforms are realised.

A QTLC Policy Statement will be drafted and adopted in 2013 to guide the activities of the Council.

Flowing on from 2012, the QTLC will also continue to pursue better freight transport and logistics data collection and management arrangements, as well as actions that promote the efficient and productive movement of freight on rail.

The Council expects that the IMEX study will highlight challenges and opportunities for the efficient movement of landside freight and will seek to collaborate further with the Port of Brisbane, government and industry to respond accordingly.

Contact

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