

# QTLC Freight in Focus Seminar Series



## ▶ Unlocking efficiency and productivity through supply chain coordination

**Date:** 9 April 2014

**Venue:** Victoria Park Golf Course, Quartz Room

**Event type:** Breakfast, 7.30am-9.30am  
(registration and coffee from 7am)

**Cost (including GST):**

\$60 per person \$450 – Table of 8  
(including breakfast, tea and coffee)

### This seminar will cover:

- the importance of optimising capacity and performance of freight systems by aligning and coordinating supply chains
- the benefits delivered by existing supply chain coordination models
- the opportunities for Queensland to maximise freight opportunities by coordinating our supply chains.

### Seminar overview

All components of supply chains are vulnerable to inefficiencies related to delays, scheduling issues and reduced capacity, particularly when there are multiple supply chain partners or multiple supply chains using common infrastructure.

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.

### The growing importance of supply chain coordinators

Coal companies are leading the trend to use supply chain coordinators to maximise throughput and drive efficient use of assets. Beyond coordinating internal dependencies, the supply chain coordinator function is evolving as a strategic approach for optimising infrastructure use in freight corridors to deliver 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 New South Wales has appointed a Cargo Movement Coordinator.



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Join the QTLC and the panel of experts as they discuss the relative benefits of supply chain coordination models employed in the Hunter Valley and the Port Botany and the potential for applying coordination functions to benefit Queensland supply chains.

## Meet the speakers:



**Mr Steve Gunn, General Manager Port Botany Landside Improvement Strategy (PBLIS), Sydney Port Corporation**

Steve Gunn joined Sydney Ports Corporation in September 2010 as the General Manager, Port Botany Landside Improvement Strategy (PBLIS).

The objectives of the PBLIS business are to address efficiency, consistency, transparency and transitioning to 24/7 use of the landside interface at Port Botany Container terminals. PBLIS leads the key stakeholders of stevedores, road carriers, train operators and network providers in establishing key performance indicators and benchmarks in the supply chain. While the road carrier/stevedore interface is regulated to produce the desired outcomes, the rail/stevedore interface operates largely on a collaborative basis.

Prior to joining Sydney Ports, Steve spent considerable time with P&O Ports in various logistics roles in New Zealand and Indonesia, and later as the New South Wales State Manager, P&O Trans Australia (now Qube). Steve has considerable industry experience in the interface between ports and landside transport and knowledge developed over the past 25 years in varying senior roles in multi-national corporate environments.

Steve has previous experience in the New Zealand dairy industry as the General Manager Milk Supply for Fonterra, where he was responsible for on farm milk storage and transport of bulk liquids nationally.



**Ms Janelle Endacott, Live Run Integration Manager, Hunter Valley Coal Chain Coordinator**

Janelle Endacott is the Live Run Integration Manager for the Hunter Valley Coal Chain Coordinator Pty Ltd (HVCCC) – a cooperative planning and operating model to maximise coal chain efficiencies and exports in the Hunter Valley.

Building on the success of HVCCC's well established, centralised planning model, the Live Run Integration function was established in 2011 with the co-location of respective service providers, to execute the daily HVCCC plan through the cooperative management of disruption events.

During 2013, Janelle coordinated a team of service providers to implement a 'slot management' approach for delivering trains from the mine load points. This has enabled remarkable improvements in on-time delivery with throughput losses now at unprecedented lows and an estimated 4 million tonnes of additional coal, at a market value of around \$280 million, to be delivered each year.



**Mr Sal Petrocetto, General Manager, Roads, Rail and Ports System Management Branch, Queensland Department of Transport and Main Roads**

Sal is responsible for developing strategic policy and strategy for the state's transport system and the overall coordination of the state's multi-modal freight policy agenda. Sal is also leading significant reform agendas to deliver a more efficient and effective transport system and improved supply chain outcomes.

Sal has extensive experience across the state and local government, holding senior leadership roles in strategic land use planning, transport planning, organisational improvement and policy development.

### Registration:

When booking a corporate table, please register in the name of the table host or organiser.

On receipt you will receive a confirmation email, which will request you to provide your complete corporate table guest list one week before the event.

[Click here to register](#)

For more information contact [admin@qtcl.com.au](mailto:admin@qtcl.com.au)