



QTLC is an industry/government organisation dedicated to improving transport and logistics productivity, safety and environmental performance. QTLC will facilitate the improved integration of all freight transport modes to support local, state and national objectives.

A
word from
our
Chairman,
Neil Findlay



Although no election has been called, the electioneering has begun, which presents the QTLC with an opportunity to promote the importance of freight and the impacts it has on the community. I have met with members from both sides of government, local and state and have advocated the fundamental need for freight to be considered in both long and short term planning.

The QTLC has presented an industry driven freight position on the Connecting SEQ 2031 which is the Department of Transport and Main Roads' vision for a long-term transport plan. The QTLC response will be posted on the QTLC website. We also intend to take a significantly more proactive role in supporting not only a freight standpoint on issues in Queensland, but also presenting a Queensland freight perspective to National Agendas. The QTLC looks forward to the challenge.

Neil Findlay
Chairman, QTLC

QTLC working groups - now up and running

The QTLC Working Groups were formed to provide a forum to address issues that emerged from QTLC's industry consultation on Transport and Main Roads' Integrated Freight Strategy for Queensland (IFSQ).

The Working Groups are now gaining momentum with both the Access and Regulation and Infrastructure and Planning Groups holding their inaugural meetings on 6 May and 15 June respectively.

The meetings were well attended with broad representation from both government and industry. Working Group chairs Mark Johnston (Access and Regulation) and Keith Hampson (Infrastructure and Planning) guided vigorous discussions, with key issues emerging that will guide the activities and outcomes for the working group in the future.

Through the activities of the Working Groups, the QTLC is taking active steps to address issues that have traditionally beleaguered the freight and logistics industry.

Copies of the Terms of Reference and initial membership for the Working Groups have been posted on the QTLC Website.

Federal funding for freight councils across Australia

The QTLC has worked consistently to develop and contribute to high level transport and freight related initiatives. It continues to focus on improved efficiency and integration of all modes of freight transport and had made significant progress as a conduit for the policy concerns of the freight and transport industry.

QTLC's key role is to be a champion for the freight industry but is very dependant on continued funding from the Federal government. The original funding arrangement of the QTLC covered annual funding for year 2009/10 to 2010/11, which the state government has continued to match expires soon.



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All freight councils across Australia including the QTLC rely on this annual Federal Funding to finance their activities. In an effort to secure continued commitment of funding the Australian Freight Network Council approached the Federal Government on behalf of all freight councils seeking their on-going financial support. In recognition of freight councils achievements to date, the Federal Government responded positively and on 15 June agreed to extend funding for state-based freight councils until 2013-14.

Freight councils are uniquely positioned through their engagement with industry to inform and influence national freight outcomes, the QTLC looks forward to working with the Federal Government to progress national transport reform agendas.

Queensland Government supporting freight outcomes

The Queensland Government through the 2011-2012 State Budget has committed significant funding to road project across the state. Significant freight related activities provided for in the Budget include:

- Delivery of the Transport Network Reconstruction Program by the newly-established State-wide Program Office that will manage the enormous task of delivering the department's reconstruction efforts following the flooding and cyclone events across the State in the 2010-11. Projects funded under the program include:
 - national highway freight access project – Warrego and Landsborough Highways;
 - cotton industry freight access for roads around St. George;
 - Bruce Highway repairs between Gin Gin and Benaraby;
 - reconstruction of sections of the Peak Downs Highway; and
 - West Moreton Coal System (including Toowoomba Range).
- Improving port access (Brisbane and Townsville)
- Rail upgrades of the Mt Isa line and the Western System continued development and implementation of the Vessel Traffic Service strategy that addresses current and anticipated port developments like those resulting from the LNG industry in Gladstone
- continued pavement widening and culvert repairs and replacements on various sections of the Eidsvold to Theodore Road.
- continued widening of sections of the Warrego Highway between Roma and Mitchell
- continued upgrading of the Kennedy Developmental Road between Hughenden and Winton
- continued upgrading of the Port of Brisbane Motorway (Port Connect) duplication of the existing two-lane motorway and construction of a three kilometre extension from the Gateway Motorway to Pritchard Street
- continue to host the National Heavy Vehicle Regulator, as a new body to regulate the licensing, registration and use of all Australian road vehicles larger than 4.5 tonnes from, 1 January 2013, under a single national system of laws.

The list of projects reflects the State Government's commitment to achieving long term benefits for freight movement across the state.



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Freight pioneer dies in plane crash

The QTLC would like to express its sadness at the passing of Tasmanian Freight Logistics Council Chair, Philip Petersen.

Neil Findlay QTLC said “Philip Petersen will certainly be missed. The legacy he left behind was impressive. His achievements were many and varied and were indicative of his passion for the freight community in Tasmanian”.

Mr Petersen was flying his ultra-light plane from Tumut in NSW to Loxton in South Australia when his plane crashed en route and Mr Petersen died. His aircraft was one of six ultra lights flying in formation to Loxton in South Australia but only five arrived. Police found the wreckage of Mr Petersen’s missing aircraft in Victoria late on Friday afternoon.

The QTLC extends its deepest sympathies to Mr Petersen’s wife, Sylvia, and children Lola and John.

Other Activities

Queensland Transport and Logistics Council has been represented by chair Neil Findlay at the following forums:

- Australian Rail Association Forum
- Road Pricing Forum
- Surat Basin Energy and Mining Expo

Diary Dates

July 19

Infrastructure and Planning Working Group Meeting

July 27

QTLC Members Meeting

August 31

QTLC Strategic Review Planning Session

For further information please contact

Nicki Milios

Email admin@qtlc.com.au
Phone 3306 7432
Fax 3306 7510
QTLC web www.qtlc.com.au