



QUEENSLAND TRANSPORT
AND LOGISTICS COUNCIL

Issue 5 - September 2011

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



The commitment of renewed annual funding from the Federal Government of up to \$200 000 contingent on matching state funding for the QTLC until 2013-14 signifies the importance of the freight task ahead and the strength of the QTLC's relationship with the Federal Government.

It also represents an era of renewal, assessment of the QTLC initiatives, activities, and also the membership of the QTLC. Given the opportune timing, the QTLC is undertaking a membership review and has taken steps to increase its diversity with new members being attracted across industry including rail and infrastructure.

I would like to thank members for participating in the QTLC to date, their involvement and enthusiasm for generating freight solutions has been encouraging. I understand that time is one of today's most precious resources and for members to devote their time voluntarily is heartening and reflects positively on the freight community.

I look forward to the next few years as a time of influence and growth for the QTLC.

Neil Findlay
Chairman, QTLC

Working group progress

The formation of the QTLC Working Groups has created a platform for industry and government to exchange views on issues generated by the QTLC's industry consultation on the Department of Transport and Main Roads' (TMR) draft Integrated Freight Strategy for Queensland (IFSQ).

The Working Groups have made considerable progress, with both the Access and Regulation, and Infrastructure and Planning Groups convening their second meeting in August. Discussion at the meetings was vigorous, with issues affecting freight efficiencies, planning and access being brought to light.

Recognised impediments are being addressed through engagement by the Access and Regulation Working Group with TMR. Project Manager Renny Phipps will deliver an 'Outcomes and Actions' report to guide future activities, and provide government with recommendations on the issues raised by the respective groups.

Strategic planning session

A half day QTLC Strategic Planning Review session was held on 30 August 2011 and was facilitated by Mark Vincent of Insight Plus.

Facilitation was concise, effective and provided a forum for robust discussion providing fresh perspective on the QTLC's future direction.

The outcomes from the Strategic Review Workshop focused on objectives for 2011/12 aimed at increasing the momentum of the QTLC through improved structure and greater resources, with the focus on delivering. These were captured in an action plan which included:

- Review of current and proposed major projects, and undertake gap and overlap analysis to inform
- Develop data to inform government investment prioritisation
- Ensure compliance with National Freight Agenda
- Endorse/collaborate with government to develop a whole of government freight directory
- Engage an Executive Officer and source required funding to support this role.

These actions will create the focus for activities across the QTLC over the coming year.



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National rail safety reform

In 2009 the Council of Australian Government (COAG) agreed to the development of the National Rail Safety Law and the establishment of a National Rail Safety Regulator which will be responsible for administering that law.

It will harmonise all safety regulation across states and territories in Australia and deliver improved productivity and safety of Australia's rail industry.

The National Transport Commission (NTC) released the proposed national rail safety laws on 18 July 2011 for national public consultation until 12 August 2011, to which the QTLC responded.

While the QTLC supported the need for regulatory consistency across jurisdictions, it expressed its concern with one of the legislative requirements - the burden of compliance and the subsequent costs involved. Other general comments offered in response to the draft laws were:

- Exploiting the opportunity to gather more robust data on freight movement particularly in terms of tonnage and commodities.
- The extensive Queensland cane rail network exclusion from the legislation.

The response was posted on the NTC website and will also be added to the QTLC's.

Stronger shipping for a stronger economy

On the 9th of September 2011 the Honourable Anthony Albanese MP, Minister for Infrastructure and Transport released a package of reforms to the Australian shipping industry titled 'Stronger Shipping for a Stronger Australia'. The package has four key elements:

- Tax reforms to remove barriers to investment in Australian shipping and to foster the global competitiveness of the shipping industry;
- A strengthened and simplified regulatory framework with a transparent licensing regime supported by clearly stated objectives;
- Establishment of an Australian International Shipping Register (AISR) to encourage Australian companies to participate in international trading; and
- Establishment of a Maritime Workforce Development Forum to progress key maritime skills and training priorities.

The introduction of these measures has been widely supported, and will create a more competitive national freight market.

From a state perspective these changes represent an opportunity to develop a Coastal (liner) Shipping service, offering domestic freight forwarders the flexibility of a multi-modal freight network to 'match the right load to the right mode'.

Shipping is an all weather freight option that will increase freight capacity, provide supply chain security to far north Queensland, and support economic growth in our regional cities.

Freight and passenger network reforms

The NTC has released a discussion paper Exploring Options for Reform - Smart Transport for a Growing Nation Project. The paper emphasises the inconsistencies between transport system improvements and funding options. Although Australians recognise the need for a better transport system, they traditionally don't support policies that offer solutions to pay for them, the lack of knowledge regarding the funding of our road and rail systems in part contributes to their resistance to proposed solutions.



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“Our research found that Australians have very little knowledge about the way that the transport system is funded, or about pricing models that operate overseas. Interestingly, when given further information, the community was more open to pricing reform – as long as it was fair and did not limit car use,” said NTC chief executive Nick Dimopoulos.

Freight and passenger transport network reform is influenced by the ability to address challenges such as population growth and ageing, urban congestion, accessibility, rising oil prices, and carbon pollution. The NTC Discussion paper delves into existing reform opportunities.

The “Exploring the opportunities for reform: a discussion paper” is available on the NTC website www.ntc.gov.au and will be open for public comment until 14 October 2011.

2020 Beef

The Department of Employment, Economic Development and Innovation (DEEDI), in partnership with the cattle industry, is progressing its 2020 Beef initiative. The initiative represents the Queensland Government’s target to double the value of the industry to \$10 billion and increase beef related employment from 34 000 jobs to more than 60 000 jobs by 2020.

DEEDI, in partnership with industry identified elements for action to support and enable growth in the beef sector, transport was flagged as one of those elements.

Traditionally, rail provided the major transport mode for transporting cattle from beef production areas to abattoirs. The share of slaughter cattle transported by rail has fallen substantially over the past decade in line with extensions to the road network and the introduction of high capacity road trains that incorporate the advantages of timeliness and flexibility.

The Queensland Government aims to develop a viable and sustainable cattle transport system that includes both road and rail. To assist industry to meet this expectation, an interdepartmental working group has been formed to improve the efficiency of Queensland’s beef supply chain.

Other Activities

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

- Chaired and presented at the Queensland Infrastructure Conference 26 – 27 July 2011.
- National Rail Safety Regulator forum hosted by NTC in Brisbane 3 August 2011.
- Australian Logistics Council Decision Makers Dinner Brisbane 30 August 2011.
- SCLAA Summit Brisbane 1 September 2011.
- SEQ Mayors Forum hosted by the Australia-Israel Chamber of Commerce Brisbane 8 September 2011.
- Infrastructure Australia & AFCN meeting Sydney 12 September 2011.
- Chaired and presented at the Queensland Resource Export Conference Brisbane 14 – 15 September 2011.

Diary Dates

9 November 2011
QTLC Members Meeting

For further information please contact

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