



QUEENSLAND TRANSPORT
AND LOGISTICS COUNCIL

Issue 7 - March 2012

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 immortal words of the late, great Mark Twain “I’m all for progress, its change I’m opposed to” are particularly relevant in the changing times we live in. Change can be either our friend or enemy depending on how we manage it. The following four ‘P’s give us a structure, or Pathway to ensure we are best served by the changes currently confronting us economically, demographically and politically.

Our **Perception**, or mindset of our rapidly changing world will greatly influence how we see, hear and understand what is going on in Transport and Logistics.

How we then ‘see’ things will significantly shape our **Perspective**, opinions, our viewpoints on the fast moving and changing world around us. Clearly then, after taking care, and time to be aware of what is going on, it is incumbent on each of us to use our **Prerogative** to make those critical decisions that will make or break us in these unsettled times.

Finally, every business, organization and individual should exercise these skills to **Position** ourselves optimally to make change an opportunity, not a threat.

The QTLC is committed to providing the quality, timely information needed by Government and Industry to make change our friend, and deliver in these challenging times.

Neil Findlay
Chairman, QTLC

QTLC Strategic Plan and Operational Plan 2012 - 2014

As the peak freight transport and logistics industry advisory body to government, the QTLC is committed to representing the freight transport and logistics industry to influence policy, regulation, infrastructure planning and investment to achieve sustainable and productive supply chains.

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 has identified five Strategic Priorities that it will focus on 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 goals identified for the Strategic Priorities will be given effect by the accompanying Operational Plan.

The QTLC applies an Operating Model to align, track and report its activities. This model groups the Council’s activities according to the following four operating streams:

- Resources and Operations
- Research and Emerging Issues
- Stakeholder and Member Relations
- Strategic Priorities

Outputs derived from activities within the first three operating streams inform the understanding and actions associated with progressing the Strategic Priorities which are the QTLC’s primary focus.

The Operational Plan expands on the activities and priorities summarised in the QTLC Operating Model and forms the blueprint to guide the Council’s engagement and actions for the 2012-2014 period.

Importantly, the Operational Plan identifies timeframes and performance measures to track the Council’s progress in achieving objectives and aligns projects to key performance indicators requirements attached to external funding.

The QTLC Strategic and Operational Plan 2012-2014 are can be viewed on the QTLC website, http://www.qtlc.com.au/About_the_QTLC/Strategic_Plan_and_Operational_Plan_2012-2014/.



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Governments Need to Better Plan for Freight

Recognising the importance of long term strategic planning of Australian cities, the Council of Australian Governments (COAG) commissioned a review of state and territory strategic planning systems against nine agreed criteria.

Overall, the report identified a need for a changed approach to infrastructure planning and financing, towards more strategic investment to overcome a lack of investment in recent decades, and to manage infrastructure provision over the medium to long term.

The Expert Advisory Panel appointed by COAG to undertake the review indicated that government needed to improve planning and investment in freight transport infrastructure and intermodal networks to support forecast capacity and growth in the freight task.

Aligned with this finding, a key priority of the QTLC in the Council's recently released Operational Plan for 2012-2014 is to engage with government to identify planning, investment strategies and corridor reservations for intermodal terminals to support the Queensland freight task.

The Review of Capital Cities Strategic Planning Systems full report is available at www.coagreformcouncil.gov.au.

BITRE Report on Traffic Growth

A report recently released by Infrastructure Australia indicates that Australian roads are currently at or close to traffic saturation point. Queensland, Western Australia and the Australian Capital Territory have yet to reach capacity but are expected to in several years.

The report outlines an approach for modelling traffic growth for each State and Territory and identifies contributing factors and enables the forecasting of future trend in traffic growth. The report shows how the model can be used to generate forecasts of traffic growth for each state for the years ahead.

Similar traffic growth patterns have emerged across the states. Future long-term trend of aggregate traffic growth in all Australian states/territories and capital cities will depend only on the growth rate of population. Short-term influences are also important, traffic over the last 40 years has been impacted negatively by fuel prices, unemployment rates, and global finance. An understanding of the factors underlying traffic growth is vital to identifying strategies to deal with increasing road traffic, particularly in our major cities.

The modelling suggests that the recent trend of low growth in traffic in our cities will give way to renewed growth in the years ahead, with consequences for congestion and necessary infrastructure investment.

Estimates and forecasts of traffic contained in this report could prove an invaluable tool for planning. The full BITRE report can be found on the following link: http://www.bitre.gov.au/publications/2012/files/report_127.pdf

LNP & Freight Transport

As part of its five point action plan, the LNP identified the following infrastructure and planning policies relevant to freight transport:

- \$24 million to fix the flood prone Blakey's Crossing.
- \$10 million to fix congestion at the Woolcock and Mathers Street Intersection.
- \$1 billion to fast track fixing the Bruce Highway.
- \$100 million over four years for a Floodplain Security scheme with \$40 million to be provided by an LNP Government.
- Plan and deliver for the future flood security of communities across Queensland
- Floodplain Security scheme to be funded on a 2:2:1 basis by federal, state and Local Governments.
- Establish a 'Roads to Resources' Program that builds up to \$100 million a year to deliver improved roads for communities in resource regions into the future, \$285 million over the first four years.



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- \$45 million for the Toowoomba CBD Ring Road and \$5 million associated flood mitigation work from 'Roads to Resources'.
- Make delivering the Toowoomba Second Range Crossing a priority with \$5 million to immediately update the business case.
- Identifying rail crossings requiring upgraded arrangements for traffic flow while improving rail traffic.
- Build a flyover each at Telegraph Road, Bracken Ridge and Robinson Road, Geebung.
- Establish a 'Roads to Resources' Program to better coordinate industry and government funds for strategic road construction and partnership projects in resource industry development areas.
- Work with all stakeholders including resource companies as well as federal and local governments, to attract real, co-ordinated investment in strategic regional road projects.

More detail on the LNP's infrastructure and planning policies can be found at <http://lnp.org.au/policies>.

Australian Logistics Forum 2012

The ALC Forum 2012 was held in Sydney, 28-30 March and was attended by the Chair, CEO and a number of QTLC members.

With a focus on positioning Australia in the global supply chain, a recurring message from industry during the forum was the need to support and facilitate the growth of intermodal freight in Australia to ensure this critical component of the supply chain plays a more prominent role in meeting Australia's freight task.

The commonwealth government's controversial shipping reform package was also the subject of vigorous debate with suggestion that the changes could cost the Australian economy in excess of \$466 million over the next decade and increase freight rates by 16%.

Towards an Efficient Freight Future Report

The ALC released their Towards an Efficient Freight Future Report at the forum on 29 March 2012. A renewed sense of action is needed to achieve more efficient and integrated supply chains, according to a report released today by the Australian Logistics Council (ALC) at the ALC Forum in Sydney. Towards an Efficient Freight Future analyses what action has been taken to address 23 critical supply chain blockages identified in an earlier ALC report in 2008.

The report, by Economic Connections Pty Ltd, focuses on the extent to which the blockages have been given consideration by Infrastructure Australia in their reports to government.

"Towards an Efficient Freight Future finds that while there has been some progress in addressing Australia's most pressing supply chain blockages, a number of high profile issues have demonstrated little progress over the past four years," said Michael Kilgariff, ALC Managing Director. The full media release is available as an additional PDF attachment with the QTLC Newsletter.

Report available at: <http://austlogistics.com.au/wp-content/uploads/2012/03/Towards-an-Efficient-Freight-Future-a-Report-by-Economic-Connections-to-the-Australian-Logistics-Council-Marc>.

Other Activities

28 March 2012

Australian Freight Council Network Meeting

Diary Dates

30 May 2012

QTLC Members Meeting

For further information please contact

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