



A word from the Chair

The Queensland Government has a clear Four Pillar strategy to drive our economy, with agriculture being one of the four, and key to our long term prosperity. Queensland is renowned globally for our quality, clean food products, but to play on a global stage we must be competitive. While we have some of the world's most productive farmers, bottlenecks exist in our supply chains that threaten our competitive position and compromise farm returns.



Our freight and logistics networks are generally highly efficient on a line-haul or point-to-point basis, but the connectivity between modes, and between sectors sometimes lets us down and threatens our viability. When viewed holistically, when taking an end-to-end view, our supply chains are not as efficient as they could be. The connectivity, the ability to quickly, seamlessly and cost-effectively move our agricultural products to market is often not as efficient as it could be.

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Freight in Focus

Increasing requests for information from industry on a myriad of issues impacting the freight transport and supply chains, has prompted the QTLC to take action. A Seminar Series – Freight in Focus commencing in 2014 will be held to tackle various emergent freight and logistics issues.

The Seminar Series will be held quarterly in consultation with the office of the Minister for Transport and Main Roads and will focus on issues that are strategic and have broad implications for the freight and logistics sector.

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The Central Queensland Transport Supply Chain Study explores modal shifts

The development of future mining operations in the Galilee Basin directed attention to the need for long term planning to address issues that would potentially impact supply chain efficiencies and connectivity in the region.

The federally funded Central Queensland Transport Supply Chain Study (CQTSCS) initiated by the Department of State Development and Infrastructure and Planning (DSDIP) explores a modal shift of certain commodities from road to rail in Central Queensland.



Freight on the move - Media Release

The Newman Government has developed a clear direction to guide Queensland's growing freight industry by increasing rail use and creating a more efficient road network.

Transport and Main Roads Minister Scott Emerson said the Moving Freight Strategy, endorsed by several peak industry organisations, identifies 38 actions to meet the freight demand over the next 10 years.

"Freight volumes in Queensland are expected to increase from 871 million tonnes in 2010-11 to 1643-1741 million tonnes by 2026," Mr Emerson said.

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Australian Freight Councils Network actively works to secure future funding



Projected freight forecasts highlights the importance of taking steps to ensure the national freight system is secure, sustainable, and has the capacity to meet the demands of the freight task ahead. Activities and initiatives undertaken by the AFCN to improve freight transport and logistics outcomes within their jurisdiction are critical towards facilitating efficient operation of supply chains and Australia's transport and logistics industry.

With June 30, 2014 marking the end of existing federal funding agreements, the Australian Freight Council Network (AFCN) has commenced discussions with the Federal Government to renew funding for an additional three years. As a part of that process the AFCN has presented a submission to the Department of Infrastructure and Regional Development that outlines AFCN achievements and contribution to the freight and logistics industry nationally.

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Congestion Management App has benefits for freight industry

QTLC is leading the development and implementation of a Heavy Vehicle Congestion Management (HVCM) Application(s) (App) that uses real time traffic data to inform operators of congestion and network incidences to allow enable them to take mitigating action where possible.

With freight movement expected to grow by 71.6% over the next 10 years, and roads dominating as the preferred mode, there will be increasing pressure on the network resulting in greater congestion. Recent studies show the estimated cost of SEQ transport congestion in 2008 was \$1.2 billion per year with a projected growth to \$3 billion per year by 2020.

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Improving Productivity and Efficiencies for High Productivity Vehicles

The Heavy Vehicle Action Plan (HVAP) is a Department of Transport Main Roads (TMR) initiative that aims to achieve a course action over the next 10 years to improve the productivity and efficiency of HPV and Oversize/Overmass vehicles.

The HVAP will assist TMR in prioritising investment that directly facilitates freight efficient vehicle productivity in preference to projects that currently favour routes with a high number of vehicles per day, thus optimising value for that investment.

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5th Annual Queensland Transport Infrastructure Conference 6 -7 May 2014



The 5th Annual Queensland Transport Infrastructure Conference provides delegates with an opportunity to discuss the topics and issues that impact delivering and maintaining Queensland's transport infrastructure.

As an endorser of the Conference this year the QTLC looks forward to supporting an event that provides a forum for discussions around prevailing transport infrastructure issues including; evaluating prioritisation, planning and delivery of critical transport infrastructure projects.

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QTLC presents at Queensland Agricultural Merchants AGM

Neil Findlay QTLC Chair was invited to speak at Queensland Agricultural Merchant (QAM) Annual General Meeting. The topic of discussion was the history of agriculture and how the pressures, changes and competitive global nature of agricultural trade indicate that a first class supply chains is essential to remain competitive.

Neil referred to the challenges that exist in the Agriculture sector today and the benefits of being adaptive to the changes which have the potential improve the supply chain efficiencies.

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Queensland Government Releases Draft Qld Ports Strategy

October 2013, saw the release of the draft Queensland Ports Strategy (QPS) by the Deputy Premier and Minister for State Development, Infrastructure and Planning, for public consultation.

The Queensland Ports Strategy will be the Queensland Government's blueprint for managing and improving the efficiency and environmental management of the state's port network over the next decade.

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