

IN THIS ISSUE

A NOTE FROM THE CHAIRMAN	P1
FORUM IMAGES	P2-5
RECOGNITION	P6
MANAGER - MEDIA AND COMMUNICATIONS	P6
NATIONAL LAND FREIGHT STRATEGY DISCUSSION PAPER	P7
ALC POLICY ON SAFETY	P7
SINGLE NATIONAL HEAVY VEHICLE LAW	P8
SAFE RATES, SAFE ROADS DIRECTIONS PAPER	P8
FULLARTON SUCCEEDS MARCHANT AT ARTC	P8
PC REPORT ON THE STATE OF LAND USE PLANNING	P9
NATIONAL ROAD SAFETY STRATEGY 2011-2020	P9
INTEGRATED FREIGHT STRATEGY FOR QUEENSLAND	P10
CONSULTATIONS ON ENERGY EFFICIENCY	P10
ALC RESPONSE TO REFORMING AUST'S SHIPPING DISCUSSION PAPER	P10
ALC TO FEATURE IN APEC PROJECT	P10
OUR CITIES - BUILDING A PRODUCTIVE, SUSTAINABLE AND LIVEABLE FUTURE	P11
ALC NEW MEMBER PROFILE - SCHENKER AUSTRALIA PTY LTD	P11
FUTURE FREIGHT NETWORKS 2011	P11
AIRFREIGHT STATS CHARTS UPDATE DECEMBER 2010	P12
AUSTRALIANS TO HAVE BIGGER ROLE IN FUTURE OF AIRPORTS	P12
NEW BITRE PUBLICATIONS	P13
ALC ACTIVITY	P13



A NOTE FROM THE CHAIRMAN

Nearly 300 people gathered in Melbourne on 21-22 February for the 2011 ALC Forum, with a theme of Freight Networks for the Future. A selection of photos appears elsewhere in Update.

I opened the Forum by making the point that through the history of the movement of freight in Australia there has never been a more important time to ensure our supply chains are safe, efficient, reliable, sustainable and internationally competitive.

Through good infrastructure decisions and the introduction of correct new national legislation, the ALC Forum provides one way in which the industry can come together to discuss and articulate the views that all governments need to hear and act upon.

The purpose of the Annual Forum is to transfer information and exchange ideas at all levels and across all modes.

ALC assembled the leaders of our industry- as well as government and union representatives, to articulate their views on what is being done and what needs to be done in building our future freight networks.

My own experience in this industry has been across most aspects of the freight transport and logistics chain - road and rail transport, shipping, stevedoring and warehousing. During this time I observed many changes, in particular the move away from each individual aspect of the transport chain to a focus on the management and efficiencies of the whole supply chain.

Governments are also increasingly looking for a view that reflects the depth of the transport and logistics industry and the efficiency of the total supply chain. This alignment of our views will create many of the future opportunities for our industry.

I also thank those speakers and sponsors of the Forum. Our success is due in no small part to your support.

Plans are already underway for the 2012 event. Expressions of interest are now being sought from prospective speakers, exhibitors and sponsors.

Don Telford
Chairman

ALC UPDATE

ALC Update is a free newsletter emailed to all our members and stakeholders on the first Friday of each month. If you would like to **subscribe/unsubscribe**, please contact ALC. Know how we can improve ALC Update – we'd love to hear your feedback?

CONTACT

P: +61 2 6273 0755 F: +61 2 6273 3073
E: admin@austlogistics.com.au
www.austlogistics.com.au
A: PO Box 20, Deakin West, ACT, 2600

17b National Press Club Building,
16 National Circuit, Barton, ACT, 2600



 AUSTRALIAN LOGISTICS COUNCIL

Forum 2011

A SEAMLESS SUPPLY CHAIN











RECOGNITION

Paul Little AO, Managing Director of Toll Group and Peter Gunn, Managing Director of PGA (Management) Pty Ltd, were both awarded Honorary Fellow Membership of the ALC. They received these awards during the 2011 ALC Annual Dinner on Monday 21 February at the RACV Club in Melbourne.

This award was bestowed on them in recognition of their contribution to ALC and the T&L industry.

MANAGER MEDIA AND COMMUNICATIONS

Make your mark • Diverse internal and external focus

The Australian Logistics Council is the peak national body representing the major and national companies participating in the Australian freight transport and logistics supply chain.

An opportunity exists at ALC for a talented and ambitious Manager – Media and Communications.

The role would provide you with the opportunity to demonstrate your abilities, while growing your skills and experience in communications, media and policy in a dynamic national industry association.

You will have experience in public relations or the media. You will have excellent written and oral communications skills, with a capacity to interact with media, industry and government at the highest levels.

Remuneration dependent on relevant skills and experience.

For a position description

visit www.austlogistics.com.au or email admin@austlogistics.com.au

For further information

please contact the ALC Chief Executive Officer, Michael Kilgariff on (02) 6273 0744.

How to Apply

CEO, Australian Logistics Council
PO Box 20, Deakin West, ACT 2600

Applications close 11 March 2011



National Land Freight Strategy Discussion Paper



The National Land Freight Strategy Discussion Paper was released by Minister for Infrastructure and Transport, Anthony Albanese, at the ALC Annual Forum in Melbourne on 22 February 2011.

The Discussion Paper performs an important role. It establishes a framework that allows for the sensible discussion of issues such as national regulation, how to make planning decisions that will preserve infrastructure buffers, as well as how nationally significant infrastructure should be selected and funded in the future.

On that basis it is important that the industry engages in the debate and uses its influence to ensure the final Strategy is appropriate and takes a truly national approach.

During his speech, Minister Albanese challenged industry to get involved in the process rather than *sitting back and complaining about governments not doing enough*.

ALC agrees with Minister Albanese that *there will be push back because change is always difficult*. It is an important part of the ALC role to encourage all Governments to focus on the national transport regulatory and infrastructure reform agenda.

ALC agrees with the Discussion Paper's assessment that *'freight is perceived as a 'poor cousin' in terms of planning which can lead to freight being locked-out in some locations*.

The National Land Freight Strategy Discussion Paper can be accessed at www.infrastructureaustralia.gov.au/national_freight/index.aspx

Submissions close at the end of April. ALC will be making a submission.

Links:

- » [Albanese Press Release - National Land Freight Strategy](#)
- » [ALC Welcomes Release of National Land Freight Strategy Discussion Paper - 22 February 2011](#)
- » [Minister Albanese Speech http://www.minister.infrastructure.gov.au/aa/speeches/2011/AS01_2011.htm](http://www.minister.infrastructure.gov.au/aa/speeches/2011/AS01_2011.htm)
- » [Minister Albanese opinion piece in *The Australian* on 23 February - Spark a Debate and get Freight Trade Moving](#)

ALC Policy on Safety

The Australian Logistics Council has released a Policy on Safety in the Australian Transport and Logistics Industry as part of its role in leading the national discussion on logistics infrastructure and regulatory reform.

The Policy supports the development of one national law to regulate safety in the Australian Transport and Logistics industry.

Over 2011 the national rail/marine safety regulations and the national heavy vehicle laws consolidation will be developed, with a targeted commencement date of 1 January 2013.

These regulators will not be deemed a success if they just create a new layer of regulation, rather than national laws with real 'teeth'. The purpose of the ALC Policy on [Safety in the Australian Transport and Logistics Industry](#) is to state the case for truly national laws to regulate safety in the industry.

The development of the national rail/marine safety regulators and the current National Heavy Vehicle Laws Consolidation is the best way to develop such a national law.

[For a copy of the ALC Policy on Safety in the Australian Transport and Logistics Industry](#)

[CLICK HERE](#)



SINGLE NATIONAL HEAVY VEHICLE LAW

A proposed single national heavy vehicle law to slash red tape and improve productivity and safety has been released by the National Transport Commission (NTC) and National Heavy Vehicle Regulator (NHVR) Project Office for public consultation.

The proposed law will be administered by the new NHVR, expected to be operational by 1 January 2013 and will apply to all vehicles over 4.5 tonnes.

The Draft Heavy Vehicle National Law Regulatory Impact Statement and Draft Heavy Vehicle National Law, as well as details in how to make a public submission are available from the NTC website: <http://www.ntc.gov.au/viewpage.aspx?Areald=34&DocumentId=1931>.

Following the release of the documents, the NTC and NHVR Project Office will embark on a series of public consultation forums throughout Australia including regional cities and towns during March and April.

To register your interest in attending one of the forums, please call 1800 404 400 or register online at: <http://www.emgevents.com/event/ntc/>

The public consultation period closes on 6 May 2011.

SAFE RATES, SAFE ROADS DIRECTIONS PAPER

ALC has expressed concern about the proposal by the Department of Education, Employment and Workplace Relations Safe Rates Safe Roads Directions Paper to institute yet another layer of regulation upon the industry.

The ALC submission calls for a clearer statement on why further statutory intervention is required and how it will introduce benefits not already likely to be achieved by other national and comprehensive laws dealing with safety issues.

ALC vehemently opposes the imposition of statutory provisions duplicating other obligations imposed by law that do not tangibly add to industry participant safety.

The industry is currently subjected to an extremely complex regulatory environment under Federal, state/territory and local governments. ALC believes there is no case for an entirely new layer of regulation, as the Directions Paper proposes, in the name of safety, in a circumstance where other regulatory and non-regulatory mechanisms have been introduced to deal with the issue of safety and which appear to be working.

ALC has recommended that a new tribunal should not be created nor should a new tribunal or existing tribunal have powers conferred on it to determine matters relating to owner drivers (however defined).

A Regulatory Impact Statement and Cost Benefit Analysis must be provided that articulates the cost to industry involved in implementing the new scheme, why current statutory schemes are insufficient to protect worker safety, and the additional safety outcomes the proposed new mechanisms are expected to achieve over and above the safety improvements recognised in the paper.

For further information go to

- » ALC Press Release - [ALC Response to Safe Rates Safe Roads Directions Paper](#) - 17 February 2011
- » ALC Submission - [Safe Rates Safe Roads Directions Paper](#) - February 2011

FULLARTON SUCCEEDS MARCHANT AT ARTC

David Marchant stood down as CEO of ARTC on 24 February and has been succeeded by John Fullerton, who previously held the position of Chief Executive Officer for Asia Pacific Transport Pty Ltd and Freight Link Pty Ltd for the past six years.

Prior to this John was Divisional General Manager of Operation Services at Pacific National and has also held several senior roles with (the former) National Rail Corporation including Chief Operating Officer. His experience will be of immense benefit to ARTC.



PC Report on the State of Land Use planning

The Productivity Commission has released its draft report on the state of land use planning across Australia for consultation, before finalising its resolutions next month.

The draft report, commissioned by COAG, identifies wide-ranging differences in the methods governments at all levels use to plan for land use – including infrastructure – and assess development proposals.

In *Performance Benchmarking of Australian Business Regulation: Planning, Zoning and Development Assessments*, the Commission examines the regulatory frameworks of each jurisdiction, the processes for supply of land, the basis for assessing developer contributions, compliance costs for business, and competition issues arising from planning decision-making. Governance of the various planning systems and matters of transparency and accountability are also explored.

Given the Report noted:

‘Planning systems are characterised by ‘objectives overload’ including unresolved conflicting objectives, long time lags and difficult-to-correct planning mistakes. The planning systems have also been subject to rolling reforms and changing plans which are often not fully implemented before being replaced with further reforms. As these systems become progressively burdened by more and diverse objectives, the real risk is of heightened compliance costs, and a deteriorating ability to achieve any of the systems’ objectives despite reform efforts directed at improvement’

It is unfortunate that the Report focused predominantly on low level zoning issues and residential land release matters.

There is a need for a full independent review as to how well planning authorities make decisions that relate to the broader national interest, such as the reservation of transport corridors and locations for infrastructure of national significance.

ALC will continue to pursue planning reform issues on behalf of its members.



NATIONAL ROAD SAFETY STRATEGY 2011-2020

ALC has provided comment on the draft *National Road Safety Strategy 2011-2020*.

ALC agrees with the observation contained on page 11 of the draft strategy that:

- » Road safety is a shared responsibility. Achieving lasting change in road safety will require governments, industry and the broader community to work together. It will also require significant improvements in the way governments and other organisations manage the safety of our road transport system.

ALC generally endorses the safe system principles (a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users) encapsulated in the draft strategy.

The ALC response reiterated many of the issues canvassed in the ALC Response to the [ALC Response to the Safe Rates Safe Roads Directions Paper](#).

See ALC Response on the [draft National Road Safety Strategy 2011 - 2020](#)



INTEGRATED FREIGHT STRATEGY FOR QUEENSLAND

The Queensland Government is developing an integrated strategy to ensure the movement of freight meets the needs of the state, now and into the future.

The key objective of the Strategy is to “move freight efficiently” by the most effective and sustainable means, thus encouraging a multi-modal approach to the movement of freight.

The Strategy is intended to enhance Queensland’s ability to respond to future freight growth and the associated issues, challenges and opportunities. It focuses on the freight task and will guide the development of informed, responsive and coordinated solutions for freight.

The ALC submission is available at [draft Integrated Freight Strategy for Queensland](#)

CONSULTATIONS ON ENERGY EFFICIENCY

ALC attended a consultation workshop on the Prime Minister’s Task Group on Energy Efficiency Report.

The report on the workshops is available at the Department’s website at www.climatechange.gov.au/government/submissions/pm-task-group/consultation-workshops.aspx

Further information is available at www.climatechange.gov.au/government/submissions/pm-task-group.aspx

ALC RESPONSE TO REFORMING AUSTRALIA’S SHIPPING DISCUSSION PAPER

In December 2010, Minister for Infrastructure & Transport, Anthony Albanese, released a Discussion paper on *Reforming Australia’s Shipping*.

ALC generally supports the concept of an Australian International Shipping Register, with the objectives of:

- » providing an Australian flag option that is attractive for ship operators engaged in the international trades;
- » boosting the competitiveness of Australian shipping operations in the international trades; and
- » providing a quality flag by maintaining current safety, training and environmental standards of the primary (or first) register.

In the submission, ALC queried how the proposal to consider the abolition of continuing voyage permits and a reduction in the use of single voyage permits is reflective of international best practice. The restriction in the use of international vessels in domestic shipping, as proposed by the paper,

moves Australia from having one of the world’s more liberal cabotage regimes to one of the more restrictive models, thus restricting competition in the Australian domestic sea freight market.

ALC hopes the combined effect of the proposed changes to the tax system imposed on shippers and the cabotage system (particularly a possible restriction of single vessel permits to where there are urgent or emergency circumstances) will not mean that the flexibility of being able to send freight by sea is lost.

ALC was disappointed the paper is not accompanied by a discussion regulatory impact statement and suggested that should be a priority.

A full copy of the discussion paper can be downloaded at: www.infrastructure.gov.au.

ALC Response to *Reforming Australia’s Shipping - A Discussion Paper for Stakeholder Consultation*

ALC TO FEATURE IN APEC PROJECT

The Commonwealth Department of Infrastructure & Transport is coordinating an APEC Project on *Best Practices and Benefits of National Logistics Associations in Selected APEC Economies*.

The Project models ALC to develop a generic template of a national logistics association for Indonesia, Papua New Guinea (PNG) and Vietnam to utilise, together with a compendium of best practices and benefits of national logistics associations in selected APEC economies.

A Workshop will be held in Melbourne in April to examine the status of government/industry relationships and identify case studies. Workshop papers, final reports and the compendium will be subsequently available on the website of the APEC Transportation Working Group <http://www.apec-tptwg.org.cn/> .



OUR CITIES - BUILDING A PRODUCTIVE, SUSTAINABLE AND LIVEABLE FUTURE

Minister for Infrastructure and Transport, Anthony Albanese, released a Discussion Paper - *Our Cities - building a productive, sustainable and liveable future in December 2010.*

The ALC response is available on the ALC website.

For copies of the Papers and more information on the consultation process, go to: <http://www.infrastructure.gov.au/infrastructure/mcu/urbanpolicy/index.aspx>

FUTURE FREIGHT NETWORKS 2011

ALC is now producing **Future Freight Networks 2011**, produced in conjunction with Executive Media Pty Ltd, which will build upon the impressive standard that has been set by the ALC Year Book 2010, providing topical and timely information to industry members.

This new journal-style publication will be the must-have resource for insight into the policies, priorities and projects of ALC, and will showcase the reasons for Australia's social and economic dependence on the T&L sector.

Future Freight Networks is a unique vehicle for reaching key decision makers within the highest levels of industry and government. Its distribution parallels the T&L industry, as **Future Freight Networks** delivers your message to every major player in Australia's T&L sector.

You are encouraged to discuss an advertising package with Executive Media.

Please contact

Mr David Haratsis Executive Media

P: (03) 9274 4214 or (03) 9274 4200

M: 0419 553 346

E: david.haratsis@executivemedia.com.au

ALC NEW MEMBER PROFILE - SCHENKER AUSTRALIA PTY LTD

ALC welcomes Schenker Australia Pty Ltd as an ALC Associate Member.



With a turnover of some EUR 15 billion, over 91,000 employees and over 2,000 locations in all the world's major economic regions, DB Schenker holds top positions in global air and ocean freight, the densest land transportation network in Europe, and the rail competence of Europe's largest rail freight company.

Integrated Logistics at DB Schenker, with its three business segments, Land Transport, Air/Ocean Freight and Contract Logistics/SCM, is one of the world's leading logistics service providers. The business unit offers Europe-wide land transport and worldwide air and ocean freight, as well as comprehensive logistics

solutions and global supply chain management from a single source. The unit also holds top positions in automotive, high-tech and consumer products, as well as in trade fair forwarding, special transportation and services for major sporting events.

Schenker Australia Pty Ltd was established almost 50 years ago in 1962 in Sydney and in New Zealand in 1976. Since then the company grew steadily and now employs 1050 professionals in Brisbane, Sydney, Melbourne, Adelaide, Perth and Auckland.

www.dbschenker.com/au



Airfreight Stats Charts Update December 2010

Imports reflect the end of the pre-Christmas surge and the continuing recovery from the lows of December 2008 and 2007. Exports held the upward trend this month. Overall exports of perishables are about the same as the same period last year with significant increases in meat and seafood offset by declines in fruit and vegetables. In manufacturing, exports of medical products are particularly strong to New Zealand and Hong Kong.

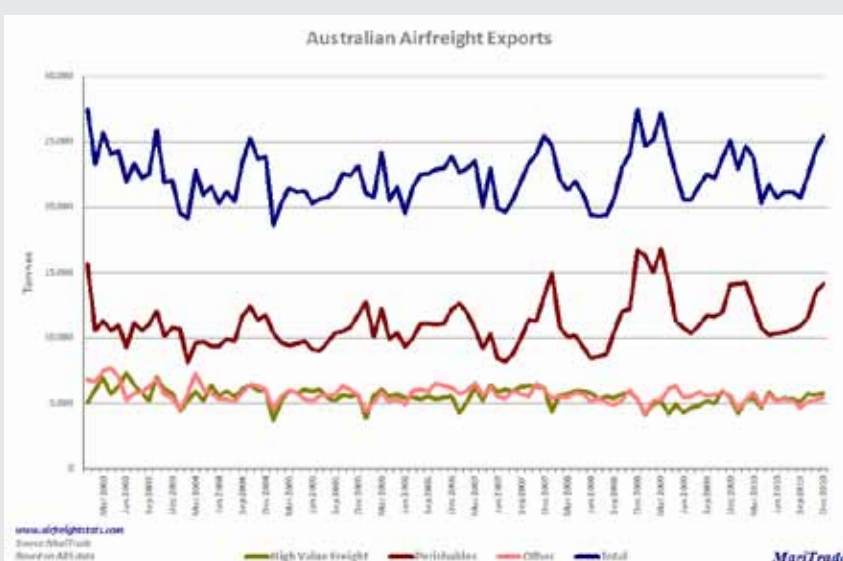
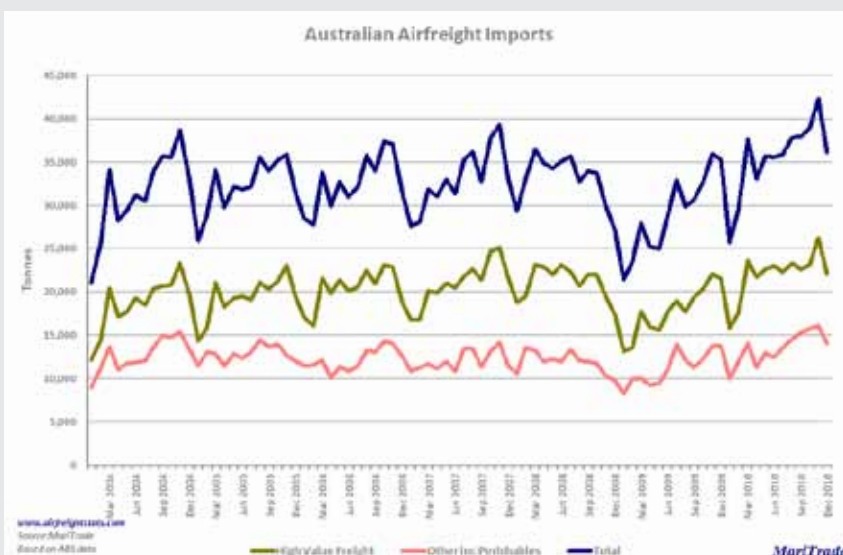
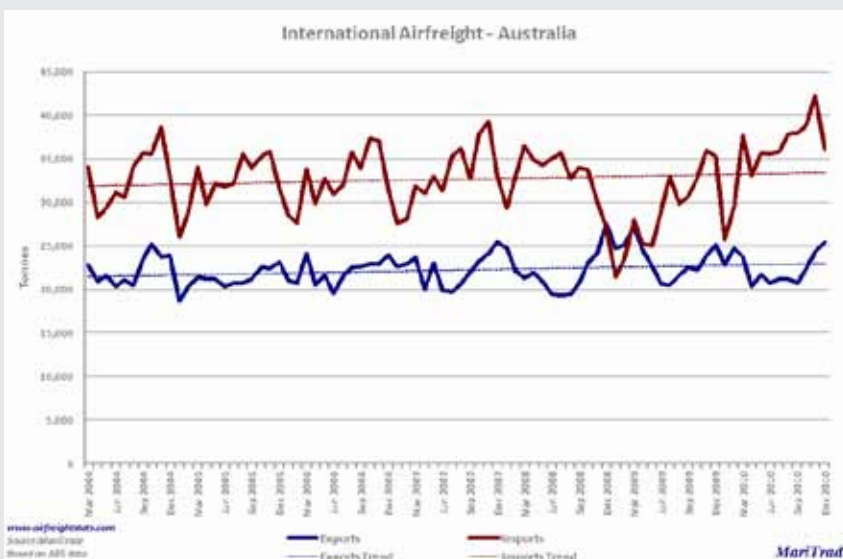
Australians to Have Bigger Role in Future of Airports

Minister for Infrastructure and Transport, Anthony Albanese has announced that Australians are to have a greater say in the planning and operation of our airports.

The Government is establishing community aviation consultation groups at each capital city airport and eleven smaller ones across the country.

The airports in our State and Territory capitals will also be required to set up high level planning coordination forums to improve coordination and foster regular dialogue with government planning authorities on future developments and ground transport access.

Guidelines are available at: www.infrastructure.gov.au/aviation/airport/planning/index.aspx





NEW BITRE PUBLICATIONS

- » General Aviation Activity 2009
<http://bitre.gov.au/Info.aspx?ResourceId=787>
- » Fatal heavy vehicle crashes quarterly bulletin - April - June 2010
<http://bitre.gov.au/Info.aspx?ResourceId=788>
- » Fuel Sales
<http://bitre.gov.au/Info.aspx?ResourceId=165>
- » Australian Domestic Airline Activity
<http://bitre.gov.au/Info.aspx?ResourceId=223>
- » General Aviation Activity 2009
<http://bitre.gov.au/Info.aspx?ResourceId=787>
- » Road Deaths Australia - January 2011
<http://bitre.gov.au/Info.aspx?ResourceId=789>
- » Airline On Time Performance Monthly Reports
<http://bitre.gov.au/Info.aspx?ResourceId=214>
- » Public Road-Related Expenditure and Revenue in Australia
<http://bitre.gov.au/Info.aspx?ResourceId=790>
- » International Airline Activity - Monthly Publications
<http://bitre.gov.au/Info.aspx?ResourceId=211>
- » International Airlines Operated Flights and Seats
<http://bitre.gov.au/Info.aspx?ResourceId=220>
- » Monthly Airport Traffic Data for top twenty airports: January 2008 to current (xls format)
<http://bitre.gov.au/Info.aspx?ResourceId=634>

ALC UPDATE ADVERTISING

ALC Update is distributed monthly to over 3000 high profile members of the Australian freight Transport & Logistics industry.

- » Full page \$1100.00
- » ½ page \$600.00
- » ¼ page \$350.00
- » Vertical banner \$450.00
- » Horizontal banner \$450.00
- » Front page horizontal \$1000.00

All prices are exclusive of GST

ALC ACTIVITY

Submissions

- » National Ports Strategy Reinforces National Approach to Freight Task - 7 January 2011
- » ALC Response on the draft National Road Safety Strategy 2011 - 2020
- » Safe Rates Safe Roads Directions Paper - February 2011
- » ALC Response to Reforming Australia's Shipping - A Discussion Paper for Stakeholder Consultation - February 2011
- » ALC Submission on the draft Integrated Freight Strategy for Queensland - February 2011

Press Releases

- » ALC Calls for National Laws with 'teeth' to Regulate Safety in the Australian Transport & Logistics Industry - 27 February 2011
- » ALC Welcomes Release of National Land Freight Strategy Discussion Paper - 22 February 2011
- » ALC Response to Safe Rates Safe Roads Directions Paper - 17 February 2011

New Policies

- » ALC Policy on Safety in the Australian Transport and Logistics Industry - February 2011
- » ALC Overview 2011 - purpose, function and members of ALC

Media Mentions

- » Spark a Debate and get Freight Trade Moving - Opinion piece by The Hon Anthony Albanese MP - The Australian newspaper - 23 February 2011
- » Demands for fund to back COAG port plan - released by The Australian newspaper - 15 February 2011



MEMBERS



ASSOCIATE MEMBERS

- » Australian Air Express
- » Australian Food and Grocery Council
- » Australian Shipowners Association
- » BlueScope Steel
- » Broome Port Authority
- » Coca-Cola Amatil
- » Department of Defence
- » Department of Transport VIC
- » Department of Transport and Main Roads QLD
- » GS1 Australia Limited
- » John Swire & Sons Pty Ltd
- » Metcash Ltd
- » OneSteel
- » PGA (Management) Pty Ltd
- » Port of Melbourne Corporation
- » Schenker Australia Pty Ltd
- » Sydney Port Corporation
- » Telstra
- » Transport & Logistics Centre
- » Transport & Logistics Industry Skills Council
- » Transport Certification Australia
- » Transport NSW
- » Victorian Freight & Logistics Council
- » Victorian Transport Association
- » Victoria University
- » Wallenius Wilhelmsen Logistics
- » Westgate Ports

HONORARY FELLOWS

- Paul Little A0 – February 2011
- Peter Gunn – February 2011
- Ivan Backman – May 2010
- David Williams OAM – May 2010