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## ALC HAS MOVED

**THE ALC SECRETARIAT HAS MOVED TO THE NATIONAL PRESS CLUB BUILDING ON NATIONAL CIRCUIT IN BARTON, CANBERRA.**

**This move is a significant part of the desire by the ALC Board to establish the Australian Logistics Council as the 'go to' organisation in Canberra representing the major and national companies participating in the Australian freight transport and logistics supply chain.**

Members are encouraged to use the office as a base or for meetings while visiting Canberra.

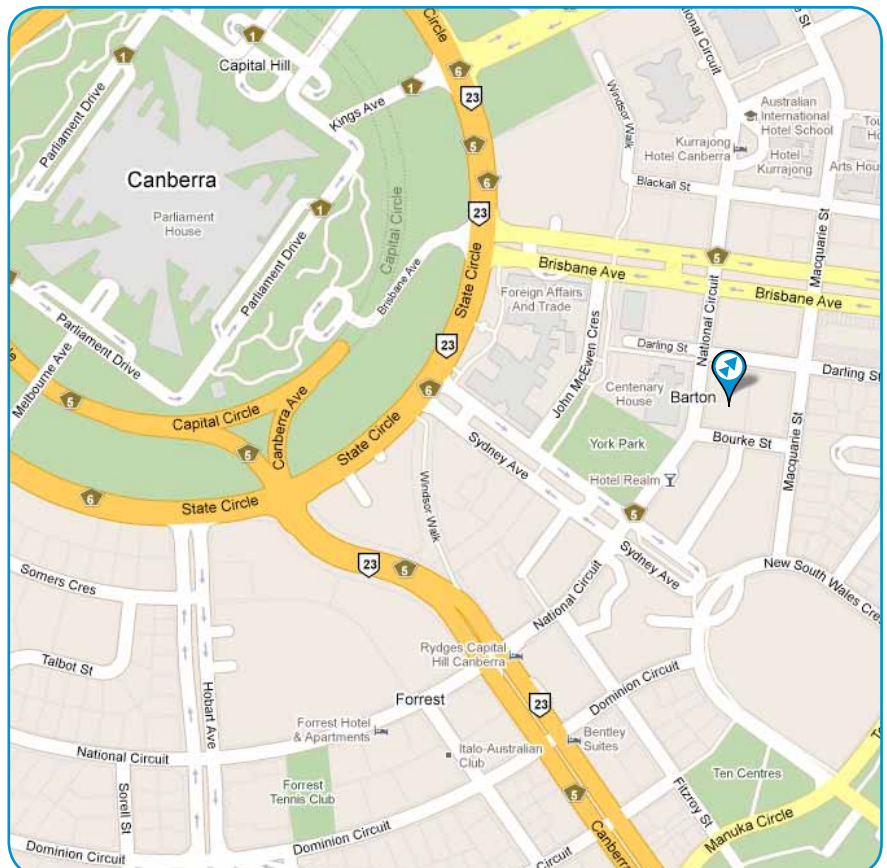
Some old numbers for the Deakin office will eventually be cut off, so the below contacts should be used from this point. For the present our PO details will not change.

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

### MAP



## 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

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# Forum 2011

FREIGHT NETWORKS FOR THE FUTURE

Melbourne Convention & Exhibition Centre,  
Monday 21 February – Tuesday 22 February 2011

## Albanese to deliver keynote address to 2011 ALC Annual forum

Have you secured your place at the 2011 ALC Annual Forum?

Registrations will soon close for Australia's premier event for industry stakeholders in the freight transport and logistics supply chain. Places are limited and registrations will close on Thursday 17 February 2011.

The theme for 2011 is '*Freight Networks for the Future*' and over two days the conference program will look at the important reforms to national regulation and infrastructure, a national and integrated freight network, shipping, ports, safety and Chain of Responsibility, people and sustainability.

Other speakers include:

- » **Dr Denis Napthine**, Victorian Minister for Ports and Minister for Major Projects, will be opening the Forum on Monday 21 February.

- » **The Hon Rachel Nolan**, Queensland Minister for Transport, will be speaking on the QLD floods and Cyclone Yasi - the infrastructure and freight challenges ahead.
- » **The Hon Pat Conlon**, SA Minister for Transport, Infrastructure & Energy.
- » **Paul Little AO**, Managing Director of Toll, will be the Guest Speaker at the Forum Dinner on Monday 21 February 2011.

**A highlight of the forum will be the CEO's plenary session** which has gathered many of the senior executives in Australia's freight transport and logistics industry for a frank discussion on current and future issues facing the industry and their own companies.

Participants will offer an insight into current political, regulatory and infrastructure policy, the international economic environment and emerging issues and trends. Questions will also be taken from the floor at the conclusion of the session.

Anthony Albanese MP, Minister for Infrastructure and Transport, has confirmed he will be delivering the keynote address to the 2011 ALC Annual Forum.

If you have any questions regarding sponsorship and/or exhibition opportunities please do not hesitate to contact

**Natasha Diduk**

P 0 2 6273 0755 or  
Natasha.diduk@austlogistics.com.au

### Sponsors of the 2011 Annual Forum



### Exhibitors



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## FUTURE FREIGHT NETWORKS 2011

The ALC Yearbook 2010 was a great success with ALC Members, stakeholders, decision makers, industry and government. The Yearbook 2010 reached a wide range of industry players - copies were distributed to industry participants, senior government officials including ministers and shadow ministers in the national, state and territory parliaments, as well as senior officials in transport and infrastructure departments.

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.

Governments are increasingly looking to ALC for a view that reflects the depth of the T&L industry and the efficiency of the total supply chain. In response to that requirement, ALC is now positioned as the lead advocacy organisation to all levels of Government and industry on freight T&L supply chain regulation and infrastructure issues.

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.

A copy of the 2010 ALC yearbook is available on the ALC website at [www.austlogistics.com.au/images/ALCyearbook2010.pdf](http://www.austlogistics.com.au/images/ALCyearbook2010.pdf)

*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.

Features of *Future Freight Networks 2011* will include:

- » Outcomes of 2011 ALC Forum
- » [ALC Strategic Plan 2011 - 2013](#)
- » Policy issues from national transport regulatory and infrastructure policy reform agenda including:
  - single national regulators for rail/marine safety and a heavy vehicle regulator
  - The National Ports Strategy and the National Freight Network Plan under development by Infrastructure Australia
  - Freight futures in Australia's capital cities
  - Australia's freight evolution
  - Intermodal freight systems

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

### PLEASE CONTACT

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## National Ports Strategy Reinforces National Approach to Freight Task

The Prime Minister, Julia Gillard and Minister for Infrastructure and Transport, Anthony Albanese released the National Ports Strategy on 7 January 2010. The Report will be presented to COAG on 14 February.

ALC welcomed the National Ports Strategy which has reinforced the importance of a national approach to the planning and development of the national freight task.

ALC submissions on the National Ports Strategy and National Freight Strategy reinforced the importance of a national approach to regulation and infrastructure planning.

ALC supports the aim of the National Port Strategy for better long term planning on the waterfront where operators will be required to publish 50 year master plans detailing the expected growth in trade activity at their ports as well as the facilities that will be required to handle that growth.

A key recommendation by ALC to the National Ports Strategy and National Freight Strategy was that planning needed to take into account strategies to prevent urban encroachment not only on the ports within their jurisdictions but also the road and rail corridors into and out of them.

ALC recommended the development of a National Partnership Agreement between the states and territories to ensure that land use decisions prioritise the efficient operation of 'nationally significant' T&L infrastructure.

At the very least, ALC expects that any identified buffer strategies designed to permit the co-existence of port operations and port side residential living should be contained in the capital city strategic planning system that COAG expects states and territories to have prepared by 1 January 2012.

If the freight effort is not to be frustrated there should be greater clarity as to the rules surrounding land use.

ALC also supports the recommendations around the use of Information and Communications (ICT) Technology to increase efficiencies in the freight task, many of which were discussed in the ALC Policy Paper - [Using Information & Communication Technology to Increase Productivity in the Australian Transport & Logistics Industry](#).

ALC notes that the draft national freight network strategy should be released soon and backs the Port Strategy recommendation that a national freight network plan should be underpinned by complementary jurisdictional plans.

In addition, there are a range of freight T&L national laws that are required to replace the often confusing, complex and inconsistent laws and regulations that are currently controlled by the Commonwealth, state and local governments.

This inconsistent regulation between jurisdictions and the resulting red tape adds considerable and unnecessary costs to business, consumers and exports.

COAG has already supported the establishment of national rail safety and marine safety regulators, as well as a National Heavy Vehicle Regulator, by 2013. The draft regulatory impact statement for these regulators should be released in February 2011.

Over 2011, Government and industry will also be considering a number of other related reforms such as a National Telematics Strategy, the COAG Road Reform Program, a Freight Rail Policy Framework, and Performance Based Standards, all of which will contribute to a national approach to the freight task.

The strategy can be downloaded from the NTC website via

[CLICK HERE](#)

For more information on the strategy, please visit the Infrastructure Australia website at [www.infrastructureaustralia.gov.au](http://www.infrastructureaustralia.gov.au)

### Links to ALC submissions:

- » ['A Seamless Economy - A Seamless Supply Chain'](#). ALC Submission to Infrastructure Australia on A National Freight Network Plan - 5 March 2010
- » [Towards a Seamless Supply Chain](#) - ALC Submission to Infrastructure Australia and the National Transport Commission on the Proposed National Ports Strategy - May 2010



## 2011-12 Budget Submission

In December 2010 the Treasurer invited submissions on priorities for the 2011-12 Budget.

The Treasurer stressed that *Submissions should be mindful of the Government's strong commitment to its fiscal strategy and the need to offset new spending with savings. While the Budget remains on track to return to surplus in 2012-13, well ahead of any major advanced economy, the Budget must maintain the discipline of the Government's fiscal strategy.*

The ALC response made a number of points on:

- » Transport infrastructure and the planning process
- » Taxation Mechanisms
- » Climate change
- » Provision of information along the freight chain
- » Investment in infrastructure
- » National Logistics Safety Code

The ALC submission can be accessed at [Treasurer's Call for 2011 - 2012 Budget Submissions](#)

## Consultations on Energy Efficiency

The new *ALC Strategic Plan 2011-2013* has some specific actions on Energy Efficiency.

Its states ALC will:

- » Monitor and engage in Government actions on the Report by the Prime Minister's Task Group on Energy Efficiency.
- » Develop an ALC position on energy efficiency and the contribution by the freight transport and logistics industry to climate change and mitigation.

The Prime Minister's Task Group on Energy Efficiency report was released in October 2010.

The Report states that transport represents more than one-third of Australian final energy use, and more than 40 per cent of all household emissions from energy use. Around 90 per cent of Australia's transport energy and emissions come from road and rail passenger and freight transport.

The Department of Climate Change and Energy Efficiency subsequently held consultation workshops in January and February, focussing on the proposed five foundation measures.

1. An energy efficiency target — driving a step change and positioning Australia at the forefront of the OECD
2. An energy savings initiative—mobilising markets to deliver energy efficiency
3. Governance
4. Innovation, data and analysis — establishing a continuum
5. Building an energy efficiency culture—living and working smarter

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

## AFGC Supports ALC Retail Logistics Supply Chain Code of Conduct

The Australian Food and Grocery Council (AFGC) has been a supporting signatory of the Australian Logistics Council's Retail Logistics Supply Chain Code of Conduct (CoC) since its inception.

Throughout 2009 and 2010 AFGC worked closely with ALC and the RLSC Management Committee to strengthen the CoC for suppliers and manufacturers. During this time a number of significant changes (see attached brief from AFGC) have taken place to ensure the CoC meets legislative requirements as well as the needs of suppliers, manufactures, retailers, wholesalers and transport providers within the food and grocery sector.

Australia's \$102 billion food and grocery industry remains the nation's largest manufacturing sector and relies on safe, efficient and effective distribution of its products.

The AFGC views the health and safety of those involved in and or potentially impacted by the delivery of food and grocery products in the retail logistics supply chain of paramount importance and encourages all participants to consider CoC as an industry solution.



## Women Moving Forward Mentoring Program

The Chartered Institute of Logistics and Transport Australia (CILTA) in partnership with the Australian Logistics Council are due to roll out their next course of the Women Moving Forward Mentoring Program.

**Registrations are now open for the June 2011 program. The program starts on 23 June.**

This program incorporates a high quality, self-paced and cost effective mentoring program, targeting the retention and development of women in T&L. It identifies what women want in their professional and personal lives and helps get them there. It is open to all women in T&L, undertaking any role, located in any region, working for any T&L Company or government department.

WMF February is underway right now. It started on February 3<sup>rd</sup>, with 70 participants taking part.

Queensland Department of Transport & Main Roads and the Queensland Office for Women have shown great support partnering the program. Other agencies and companies including the NSW Roads & Traffic Authority, ANL Container Line & DP World have registered a number of their staff to participate.

Guest speakers include

- » Air Vice-Marshal Margaret Staib (Department of Defence)
- » Tania Whyte (Linfox)
- » Michael Blucher (the third half)
- » Louise Perram-Fisk (QLD DTMR)
- » Dr Hermione Parsons (Victoria University)
- » Sue McCarrey (Dept of Transport WA)

### REGISTER NOW FOR JUNE 2011

**Australian Government subsidy of \$200 still available!!**

VISIT [www.cilta.com.au](http://www.cilta.com.au) or contact [education@cilta.com.au](mailto:education@cilta.com.au) for further information

### NTC Commission Meeting

The National Transport Commission's 48th Commission meeting was held in Melbourne on 10 December 2010.

Key issues covered in the CEO's report included:

- » updates on key projects such as National Rail Safety Regulation, National Heavy Vehicle Regulation, COAG Road Reform Plan, Heavy Vehicle Telematics Strategy, National Ports Strategy and maintenance and review
- » November 2010 Work Programme progress report
- » consideration of the draft Transport Reform Outcomes Framework being developed by the NTC in collaboration with the Standing Committee on Transport
- » application of the Commonwealth Authorities Act to the NTC
- » an overview of recently released reports and recent events.

To read the outcomes from the Commission meeting please

[CLICK HERE](#)

For other recent NTC announcements please

[CLICK HERE](#)



## AIRFREIGHT STATS CHARTS UPDATE OCTOBER 2010

The story this month is imports. The surge is continuing with fruit from USA now showing an increase of 7 times October 09 imports to 2700 tonnes.

Imports of clothing, mostly from China, have also contributed to the overall growth, increasing by 800 tonnes or 28% from this time last year.

Exports continue to track sideways, reflecting below trend results for perishables.

[www.airfreightstats.com](http://www.airfreightstats.com)

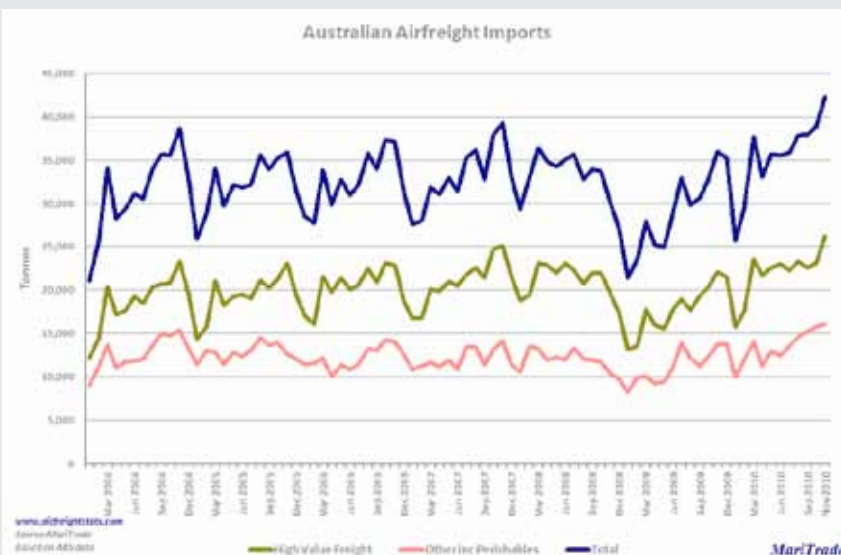
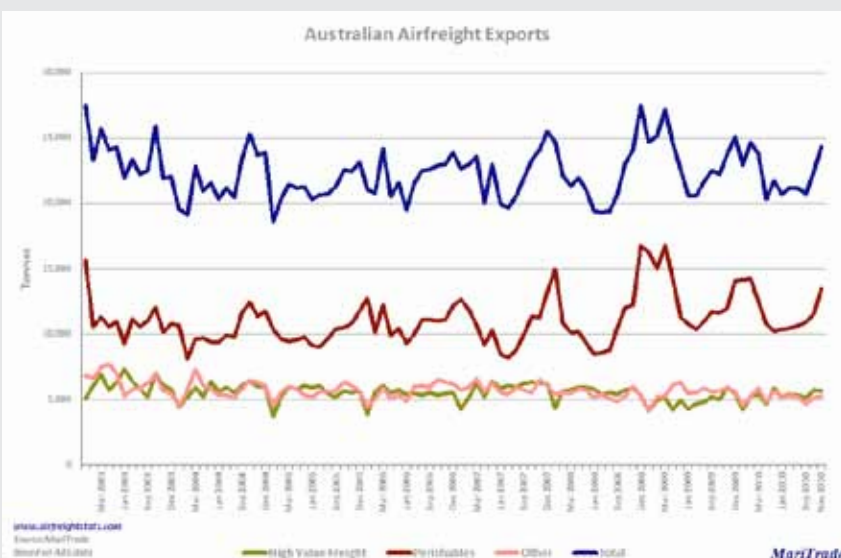
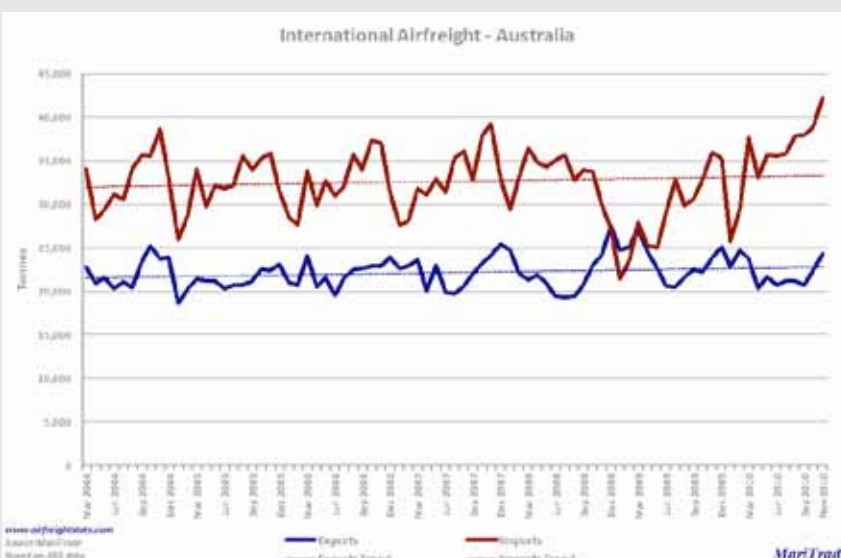
### Safe Rates, Safe Roads Directions Paper

ALC has been developing a response to the *Safe Rates, Safe Roads Directions Paper*.

The Government has extended the submission date for the *Safe Rates, Safe Roads Directions Paper* to 11 February.

Responses to the Paper which will ultimately inform the Government's response to the National Transport Commission Report, *Safe Payments: Addressing the Underlying Causes of Unsafe Practices in the Road Transport Industry*.

Further information and the report available at [www.deewr.gov.au/saferatesaferoads](http://www.deewr.gov.au/saferatesaferoads)





## Linfox provides jobs for Indigenous Australians

The Minister for Indigenous Employment and Economic Development Mark Arbib has joined with Linfox Australia to congratulate 12 new Indigenous employees as part of the company's commitment to hire 500 Indigenous Australians by 2013.

The Government and Linfox formed the partnership to employ 500 Indigenous Australians last May. Linfox has already employed 102 Indigenous Australians, with a fantastic 93 per cent employee retention rate.

The Indigenous employees are provided with accredited training and work placement programs in warehousing, logistics and forklift areas, and have access to ongoing mentoring.

Linfox Logistics CEO Michael Byrne said the support of the government was essential and the new employees at Linfox were doing a great job.

“ Through the program we have identified some very talented employees, from administrators of complex logistics operations to skilled drivers. The Linfox people have grasped the opportunity to make this program a success”, he said.

## ALC ACTIVITY

### Submissions

- » ALC Response to the Treasurer's Call for 2011 - 2012 Budget Submissions - January 2011

[CLICK HERE](#)

### Press Releases

- » National Ports Strategy Reinforces National Approach to Freight Task - 7 January 2011

[CLICK HERE](#)

## NEW BITRE PUBLICATIONS

- » Road Deaths Australia - November 2010  
<http://bitre.gov.au/Info.aspx?ResourceId=785>

### ALC UPDATE ADVERTISING

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

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# MEMBER BRIEF

## FOR INFORMATION

18 JANUARY 2011

### **AFGC supports Australian Logistics Council's Code of Conduct.**

#### **Retail Logistics Supply Chain of Conduct supported by AFGC.**

The Australian Logistics Councils (ALC) Retail Logistics Supply Chain Code of Conduct (CoC) is designed to ensure that all participants are aware of their responsibilities in the supply chain when they control or influence the safe and legal carriage of freight.

Throughout 2009 and 2010 the AFGC Secretariat worked with member companies and the ALC to evaluate the effectiveness of the CoC for our members.

With strong support from the retail and transport industries the CoC was missing a vital element to a whole of chain approach to transport safety – supplier and manufacturer participation.

#### **Strengthening the CoC**

The ALC have responded to our concerns with a number of favourable outcomes to strengthen the CoC for suppliers and manufacturers. These include:

- Equal representation on the management committee for retailers, suppliers and logistics providers.
- Independent legal advice determining that the CoC provides a rigorous level of protection via a reasonable steps defence in relation to CoR and OH&S legislative compliance requirements. *(Advice available upon request)*

- Improved application process ensuring signatories are compliant with CoR legislation.
- Review and bolster the auditing components to deliver improved levels of signatory compliance. Including the introduction of electronic auditing capability in early 2011.
- Signatory workshop held in February 2010 to determine a focussed work agenda. Including development of industry wide policy and procedures in freight planning/execution for on time delivery; consolidated loads; order accuracy; load complexity; prioritisation of line haul; vendor arranged time slots; and driver in transit communication

Finally the management committee are currently investigating the possible transition of the CoC to a Code of Practice.

#### **Why Participate**

The CoC provides AFGC member companies with:

- A structured framework to affect the necessary steps to comply with Chain of Responsibility (CoR) legislation.
- A unique opportunity for FMCG to play an equal and proactive part in deriving an industry solution.



# MEMBER BRIEF

## FOR INFORMATION

- A collaborative structure to engage with key retail and transport partners on related issues such as truck turnaround times.
- An instrument that can be applied to multiple supply chains including up and downstream operations.
- A range of tools and guides to support organisations comply with their legal requirements.

Current supplier signatories' account for approximately 15% of the volume delivered into major retail organisations and it is anticipated this figure will grow over the next 12 months.

**AFGC members are encouraged to consider the CoC as an industry solution, how it may fit with their business and the opportunity of participating in its ongoing development.**

Testimonials from participating organisations including Woolworths Ltd and Coles Group are available overleaf.

Further information is available from Samantha Blake at the Secretariat ([samantha.blake@afgc.org.au](mailto:samantha.blake@afgc.org.au)) or from the Ian Ross (Program Director, Australian Logistics Council) on 0400 591 626 or [Ian.Ross@austlogistics.com.au](mailto:Ian.Ross@austlogistics.com.au).

**Kate Carnell AO**  
**CHIEF EXECUTIVE OFFICER**



# MEMBER BRIEF

## FOR INFORMATION

### The following are testimonials from participating retail and supply organisations:

*"We continue to see value in participating in the CoC, particularly as it starts focussing in on areas of potential industry conflict like truck turnaround times."*

Alastair Bass, National Logistics & Planning Manager, MARS PETCARE AUSTRALIA

*"The CoC has given my organisation access to a framework and tools which enable CoR compliance while creating open and constructive collaboration with retailers and transport companies to build an industry solution to ensuring safe transport of goods."*

Derek O'Donnell, National Logistics Manager Supply Chain, COCA COLA AMATIL

*"The ALC Retail Supply Chain code of Conduct was initiated four years ago in recognition of the need for a collaborative and cross industry approach to Transport Safety. The Code is well established and remains focussed on delivering real improvements to Transport Safety based on a self regulation approach supported by a robust audit system. Our key RLSC principle is that adherence to the code effectively means legal compliance in regard to Chain of Responsibility and Driver Fatigue legislation.*

*The year just passed has seen some material changes to enhancing the Code as the only viable cross industry vehicle to deliver safety improvements. We now have FMCG representation on our Management Committee and are uniquely positioned to address the issues in our FMCG-retail Supply Chains. We are convinced that self regulation through the guidance of a well balanced collaborative cross industry group provides the best opportunity to deal with the complex transport safety issues we have in our supply chains today. I would encourage the FMCG community to become signatories to the RLSC Code in the year ahead as greater participation will give us increased reach to positively impact in more areas of transport safety as well as enhance our prospects of self regulation."*

Geoff Thomas, Chief Logistics Officer  
WOOLWORTHS LTD and Chair, ALC RLSC CoC Management Committee

*"The structure and tools of the RLSC Code of Conduct have provided a consistent framework by which Coles, along with its partners can work openly together to gain a transparent and consistent view of our compliance with CoR and fatigue management. The partnership audits are a great vehicle by which information, processes and opportunities can be shared for the betterment of all parties in improving their safety systems. There is little doubt that since becoming a signatory to the RLSC CoC in 2006, that our level of understanding and subsequent improvement in practices has assisted in our confidence in being compliant with relevant legislative requirements."*

Jim Redfern, General Manager Supply Chain  
COLES GROUP

*"As a key provider for the major retailers and also many leading FMCG companies, the Glen Cameron Group have welcomed the introduction of the RLSC Code of Conduct into our business, as an effective independent compliance assurance. In our experience there is a strong interface both at loading points (FMCG companies and retailers) and at unloading points (retail DC's and stores). This interface must be robust and transparent between all parties and the RLSC code of Conduct ensures protection for the parties, in particular with legal compliance in respect to Chain of Responsibility and Driver Fatigue legislation.*

*Additionally, safe loading practices including load restraint are covered off in the RLSC Code of Conduct and generally speaking this is only accomplished by co-operation with the FMCG company or retailer involved.*

*The Glen Cameron Group are delighted with the involvement in the RLSC Code of Compliance and would urge other interested parties to become signatories to the Code."*

Bruce Forsyth, General Manager,

Glen Cameron Group

