

IN THIS ISSUE

A NOTE FROM THE CHAIRMAN	P1
ABOUT US	P2
CEO COMMENT	P3
ALC POLICY STATEMENT ON SAFETY & THE NATIONAL REGULATION OF HEAVY VEHICLES IN AUSTRALIA	P4
MODEL WORK HEALTH AND SAFETY REGULATIONS	P5
OUR CITIES - BUILDING A PRODUCTIVE, SUSTAINABLE AND LIVEABLE FUTURE FORUM 2011	P6
REVIEW OF AUSTRALIAN DANGEROUS GOODS CODE	P7
ALC JOINS COUNCIL OF GS1	P7
THE ROLE OF GOVERNMENT IN FREIGHT RAIL INVESTMENT	P8
LOGISTICS INDUSTRIES WORKFORCE DEVELOPMENT PLAN	P8
SAFE RATES, SAFE ROADS	P8
ELECTRONIC SYSTEMS FOR HVDF AND SPEED COMPLIANCE	P9
NHVR INDUSTRY ADVISORY GROUP	P9
DRAFT INTEGRATED FREIGHT STRATEGY FOR QLD	P10
DRAFT NATIONAL ROAD SAFETY STRATEGY 2011-2020	P10
SHIPPING REFORM	P10
INCOTERMS® 2010 ARE COMING!	P11
REVIEWS OF THE ARR AND AVSR	P11
2009/10 NTC ANNUAL REPORT	P11
MOOREBANK INTERMODAL TERMINAL	P11
EMISSION REDUCTION POLICIES & CARBON PRICES IN KEY ECONOMIES	P12
GARNAUT CLIMATE CHANGE REVIEW	P12
REFORMS TO AIRPORT PLANNING	P12
AIRPORT PRICING, INVESTMENT AND SERVICES REVIEW	P12
AIRFREIGHT STATS UPDATE	P13
REPRESENTATIVE TO IMO	P13
WMF MENTORING PROGRAM	P14
NEW BITRE PUBLICATIONS	P14
ALC ACTIVITY	P14



A NOTE FROM THE CHAIRMAN

ALC SETS NEW DIRECTION FOR 2011-2013

The Australian Logistics Council has launched a new Strategic Plan for 2011-2013, designed to ensure the Council is representing the major and national participants in the Australian freight transport and logistics supply chain, across all modes of transport (road, rail, sea and air).

It is clear that Governments are increasingly looking for a view that reflects the depth of the transport and logistics industry and the efficiency of the total supply chain. The ALC Strategic Plan 2011-2013 is a response to that requirement.

As part of our 2011-2013 Action Plan for infrastructure and regulation, the Council has committed to:

- » Developing a comprehensive transport & logistics infrastructure report on current requirements and how the demand for transport and logistics services might develop over the period to 2030 (and beyond), an analysis of the infrastructure requirements of the expected growth in demand and strategies for addressing those consequences.
- » Promoting the adoption and development of safety best practices in transport and logistics through the National Logistics Safety Code.
- » Advocacy on energy efficiency and the contribution by the freight transport and logistics industry to climate change and mitigation.

- » Providing industry advocacy on the COAG, ATC and NTC national transport policy and regulatory reform agenda, including single national regulators for rail/marine safety and a heavy vehicle regulator.
- » Advocacy on the Henry Tax Review and other emerging taxation issues.
- » Advocacy on the role of Infrastructure Australia and high level of engagement on:
 - » The National Ports Strategy and National Freight Network Plan.
 - » Capital City Strategic Planning Systems and for planning to take into account population and the impact on transport and logistics.

ALC has also produced a *Board Governance and Reference Manual* to provide our Board and associated Committees and Working Groups with a best practice governance and reference framework. The Manual is built on best practice principles from the Australian Institute of Company Directors, the Australian Securities Exchange, as well as a number of peak industry associations.

A copy of the **ALC Strategic Plan 2011-2013** and **Board Governance and Reference Manual** is available on the ALC website www.austlogistics.com.au.

I wish you all a restful Christmas break and a prosperous 2011.

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?

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About Us – A Plan on a Page

Australian Logistics Council Member Profile

The Australian Logistics Council members are major companies participating in the Australian freight transport and logistics supply chain, including:

- » Transport and Logistics providers and owners
- » Logistics facilities such as ports and/or intermodal terminals
- » Transport and Logistics Infrastructure owners
- » Retailers
- » Manufacturers/suppliers/consignors

The Australian Logistics Council Associate Members include associations, government agencies, unions, organisations and companies participating in the Australian freight transport and logistics supply chain including:

- » Industry associations and organisations
- » Unions/professional associations and organisations
- » Government agencies and organisations such as freight councils
- » Companies that are suppliers or users of transport and logistics goods and services.

Advocacy on Regulation

- » Development and implementation of a national transport and logistics regulatory framework
- » Council of Australian Governments (COAG) and ATC national transport policy and regulatory reform agenda including:
 - National Heavy Vehicle Regulator
 - National Rail Safety Regulator
 - National Marine Safety Regulator
 - Impact on related regulation
- » NTC regulatory reform, including:
 - Telematics
 - COAG Road Reform Program
 - Freight rail policy framework
 - Fatigue management
 - Performance Based Standards
- » Henry Tax Review
- » National Workplace Health and Safety law and regulations
- » Sustainability and Energy Efficiency

Advocacy on Infrastructure

- » National Freight Network Plan
- » National Ports Strategy
- » State/Territory Freight Plans
- » COAG Capital City Strategic Planning Systems
- » Role of Infrastructure Australia

Administer Safety Codes

- » National Logistics Safety Code
- » Retail Logistics Supply Chain Code of Conduct

Government stakeholders

- » COAG
- » ATC
- » Federal Department of Infrastructure and Transport
- » Department of Prime Minister and Cabinet
- » Other relevant Australian Government Departments
- » State/Territory Government Departments of infrastructure and transport
- » NTC
- » Infrastructure Australia
- » Productivity Commission
- » Standing Committee on Transport
- » Safe Work Australia
- » Australian Local Government Association (ALGA) and members
- » Local Government Authorities (LGA's)
- » Heads of Workplace Safety Authorities

Industry stakeholders

- » National freight transport and logistics businesses
- » National and sectoral freight transport and logistics associations
- » National industry associations
- » Transport and logistics professional organisations
- » Transport unions
- » International transport and logistics organisations



CEO COMMENT

“ ALC proposes taking up the Minister’s invitation to participate in developing the next step



The Prime Minister has called for a Council of Australian Government (COAG) meeting in February 2011 to satisfy calls by business for a further round of microeconomic reform in areas such as vocational education, deregulation, transport and productivity.

The Prime Minister is to be congratulated for this necessary intervention to ensure that the reform of the Australian economy continues.

ALC has been active in ensuring that the issues important to the T&L industry are at the forefront of the national reform agenda.

There have been meetings with both the Minister with responsibility for promoting the ‘seamless economy’ agenda (Senator Nick Sherry) and the Parliamentary Secretary assisting the Treasurer (David Bradbury) in which ALC set out the microeconomic reforms important to the sector.

ALC particularly argued for:

- » an assurance that the Commonwealth will seek a single national law throughout Australia for road and rail transport;
- » an assurance that the COAG Road Reform Plan (CRRP) remains on schedule; and
- » a mechanism be developed so state, territory and local governments make land-use decisions that recognise the provisions of the COAG National Objective and Criteria for Future Strategic Planning of Capital Cities which require the provision of transport corridors, international gateways, intermodal connections and the reservation of appropriate lands to support future expansion.

Senator Sherry Co-chairs the Business Regulation and Competition Working Group (BRCWG), which has responsibility for the seamless economy agenda and the national transport regulatory reform agenda - in particular national regulation for rail/marine safety and heavy vehicles.

Senator Sherry stressed he was committed to ensuring the 2013 timetable was met and to limiting the extent to which jurisdictions allowed exemptions from the national law. He requested ALC provide examples of where the national approach was being undermined.

Senator Sherry will be commencing a review in 2011 of what the next tranche of regulatory reform will be.

He has invited ALC to participate in that process.

At a time where many are saying that the COAG agenda is overloaded, it is important that ALC members take every opportunity to ensure that reforms relevant to the T&L sector are not treated as second level issues.

To do that, action is needed.

ALC proposes taking up the Minister’s invitation to participate in developing the next step of microeconomic regulatory reforms that are necessary to take Australia forward.

However, members must play their part and inform the ALC secretariat of any examples of state and territory governments ‘backsliding’ from agreed national reforms.

Together, we can work towards the creation of a ‘seamless’ Australian economy, where national laws are applied in the transport and logistics industry.

Michael Kilgariff
Chief Executive Officer



ALC POLICY STATEMENT ON SAFETY AND THE NATIONAL REGULATION OF HEAVY VEHICLES IN AUSTRALIA

The ALC Board has recently established a policy on safety and the national regulation of heavy vehicles in Australia.

One national law for a Seamless Australian Economy

Many ALC members have expressed the wish for one consistent national law to regulate the heavy vehicle industry.

The National Transport Commission (NTC) is developing a National Heavy Vehicle Laws Consolidation scheduled to commence in 2013 which will bring together regulations relating to the operation of a heavy vehicle. A draft Regulatory Impact Statement will be released in February 2011 for comment.

ALC members have indicated that the same law should be in force identically throughout Australia, ie *one national law*.

Accordingly, ALC now has a firm policy that the Australian Transport & Logistics industry should be covered by one national law effected by a single 'applied or template law' - that is, a law is passed in one state or territory and recognised by the others, so the law is the same across Australia.

Safety Legislation Specific to the T&L Sector to be dealt with in sector specific legislation

Safe Work Australia is developing model workplace health and safety (WHS - formally known as occupational health and safety (OHS)) legislation which will establish that those conducting a business or undertaking will owe a primary duty of care to workers and others.

All businesses will owe these duties.

The Heavy Vehicle Laws Consolidation will contain laws dealing with driver fatigue and driver hours – safety issues particular to the T&L sector.

At one stage Safe Work Australia was also developing regulations that also dealt with driver fatigue – an unnecessary duplication of regulations that will not necessarily lead to better driver safety outcomes.

Although these regulations have been set aside for the present, it is an illustration of the fact that sector specific safety issues can be regulated by different laws, which can increase regulatory burden with no net community benefit or increase in safety outcomes.

ALC believes that a specialist agency (in this case, the proposed National Heavy Vehicle Regulator and its agents) is best placed to design safety initiatives that are appropriate for the industry.

It also believes the current safety laws dealing with (in particular) fatigue management are still being 'bedded down'.

Accordingly, ALC has adopted a policy that WHS regulations should not duplicate matters such as (for example) fatigue management to be dealt with in the National Heavy Vehicle Laws Consolidation, and if any WHS regulations are proposed, they not proceed unless there is:

- » **a full cost-benefit analysis;**
- » **full industry consultation, and**
- » **identification of the reasons why any existing industry specific regulation does not generate the greatest net benefit for the community.**

'Double jeopardy'

It is possible that a particular incident could be considered a breach of the general duties owed by a person engaged in a business or undertaking under WHS law and sector specific safety legislation.

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This is undesirable.

ALC believes that where an act or omission constitutes an offence under both the National Heavy Vehicle Laws Consolidation and WHS legislation, the law should make clear that the offender is only liable to be prosecuted under one of the laws and not both.

This would mean that in this area the national heavy vehicle laws would be the same as those contained in the current model Rail Safety legislation.

Role of codes of conduct (or practice) in legislation

ALC believes that safety outcomes would be enhanced if there are incentives to comply with safety schemes recognised by relevant legislation.

The Retail Logistics Supply Chain (RLSC) Code of Conduct Management Committee has decided to review current ALC codes of practice so they can be considered for registration under the National Heavy Vehicle Laws Consolidation as a recognised industry code of practice.

If registered, it would mean compliance with the code can be taken as prima facie evidence that all *reasonable steps* were taken to ensure against a breach of safety legislation created under the new laws.

Similarly, ALC believes that compliance with a code of practice (conduct) or an accreditation scheme such as Basic Fatigue Management and Advanced Fatigue Management should also be taken to be either a discharge (or, at the very least) evidence that may be taken into account when deciding whether all reasonably practicable steps were taken to ensure worker safety under WHS legislation.

ALC will therefore advocate that ALC codes of practice (conduct) satisfying relevant guidelines be recognised under the National Heavy Vehicle Law Consolidation and WHS law as codes of practice recognised by the relevant legislation.

As laws affecting the T&L sector are gradually collapsed into one national law, ALC will argue for the adoption of laws that will enhance both productivity and worker safety.



MODEL WORK HEALTH AND SAFETY REGULATIONS

The Commonwealth, state and territory governments have formally committed to the implementation of the model work health and safety laws in their jurisdictions by the end of December 2011.

Model work health and safety laws should allow organisations to effectively manage workplace safety and work to one set of laws.

To support the *Model Work Health and Safety Act*, Safe Work Australia has released for public comment an exposure draft of the model Work Health and Safety Regulations, priority model Codes of Practice and an Issues Paper. The public comment period will close on 4 April 2011.

A Consultation Regulatory Impact Statement has also been developed and will be released shortly. To view the public comment package and for more information on how to submit comments visit www.safeworkaustralia.gov.au.

OUR CITIES - BUILDING A PRODUCTIVE, SUSTAINABLE AND LIVEABLE FUTURE

The Government has released a Discussion Paper - *Our Cities - building a productive, sustainable and liveable future*. This discussion paper is accompanied by a Background and Research Paper *Our Cities - the challenge of change*.

The purpose of the Paper is to kick off a national conversation on the future shape and character of Australia's biggest cities and regional centres, the engine rooms of growth, innovation and opportunity.

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



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AUSTRALIAN LOGISTICS COUNCIL

Forum 2011

FREIGHT NETWORKS FOR THE FUTURE

21-22 FEB MELBOURNE CONVENTION & EXHIBITION CENTRE

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With over 250 delegates anticipated to attend, and a theme of "Freight Networks for the Future" the forum is ALC's premier annual event and will be one of the biggest gatherings of senior leaders of the T&L industry in 2011.

To be held on Monday the 21st and Tuesday the 22nd of February 2011 at the Melbourne Convention & Exhibition Centre, the Annual Forum will have a comprehensive and dynamic program that includes presentations from highly distinguished industry speakers and a facilitated open discussion on the *Future of the Australian Freight Transport & Logistics Industry*, featuring its most senior leaders. Participants include:

- » Paul Little, Managing Director – Toll Group
- » Mike Mrdak, Chief Executive Officer – Department of Infrastructure and Transport
- » Ahmed Fahour, Managing Director & CEO – Australia Post

- » Michael Byrne, Chief Executive Officer – Linfox Pty Ltd
- » Mark Rowsthorn, Managing Director & CEO – Asciano Ltd
- » Lance Hockridge, Managing Director & CEO – QR National Limited
- » Stephen Cleary, Group General Manager – Freight – QANTAS Airways
- » James Kirby, Managing Editor of Business Spectator and Eureka Report

Building on the success of the 2010 event, the conference will have an exciting addition to the program with the 2011 Inaugural ALC Annual Dinner to be held on Monday 21st February at the RACV Club in Melbourne.

Contact Natasha Diduk Office/Event Manager on
P: +61 2 6260 4915 **E:** natasha.diduk@austlogistics.com.au

www.austlogistics.com.au

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INVITATION

ALC ANNUAL DINNER MONDAY 21 FEBRUARY 2011

DINNER INVITATION

You are invited to the 2011 inaugural ALC Annual Dinner to be held in conjunction with the ALC Annual Forum in Melbourne on Monday **21 February** 2011 at 6.30pm

PLACE

RACV Club, Level 17, 501 Bourke Street, Melbourne

DRESS

Lounge Suit/Evening Dress

PRICE

\$200 (incGST)

RSVP

Monday 31 January 2010

E: natasha.diduk@austlogistics.com.au

P: 02 6260 4915

To register for the 2011 ALC Annual Forum go to: www.austlogistics.com.au



AUSTRALIAN LOGISTICS COUNCIL

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ALC JOINS COUNCIL OF GS1

ALC has recently joined the Council of GS1.

GS1 Australia is a not for profit organisation limited by guarantee dedicated to helping Australian companies take costs out of their supply chains by providing global standards in the form of a common language of communication through their value chain. GS1 Australia is part of the International GS1 organisation based in Brussels and one of 108 GS1 organisations in over 150 countries.

GS1 Australia was created to help Australian business enterprises become more efficient; their fundamental role is to allocate GS1 numbers and barcodes, maintaining internationally accepted trading standards. This, in turn, allows Australian organisations to adopt world's best practice supply chain management techniques.

GS1 numbers and barcodes permit organisations of any size to order, track, trace, deliver and pay for goods across the supply chain, anywhere in the world. Today, around one million member companies in 145 countries use GS1 standards as part of their daily business communications, representing over five billion scanning transactions a day.

www.gs1au.org/index.asp

REVIEW OF AUSTRALIAN DANGEROUS GOODS CODE

ALC has made a submission to NTC on the review of the implementation of the Australian Dangerous Goods Code - 7th Edition (ADG7).

ADG7 was published in 2007 and states/territory governments have passed enabling legislation.

ALC has advised that:

- » ADG Code needs to be aligned with **the International Maritime Dangerous Goods (IMDG) Code**.
- » ADG Code should be implemented using one national law, not model legislation - **'model' legislation has a poor history of achieving national consistency in the transport and logistics industry**.
- » There are inconsistencies with how ADG7 is being applied.

The **ALC Submission to NTC** can be accessed at [Australian Dangerous Goods Code - 7th Edition \(ADG7\)](#).



THE ROLE OF GOVERNMENT IN FREIGHT RAIL INVESTMENT

ALC has made a Submission to the NTC on The Role of Government in Freight Rail Investment

The NTC Paper forms the first step in the development of a nationally agreed framework on the role government should play in improving productivity and infrastructure investment in freight rail in Australia. The purpose of the paper is to generate discussion about the issues relating to efficient investment in rail.

The implementation of microeconomic reform and innovations in technology delivered substantial productivity gains in the road freight sector throughout the 1990s. However, productivity gains were relatively slower in the rail sector, eroding the competitive position of rail freight. The 2009 NTC Rail Freight Productivity Review identified that government plays a significant role in influencing rail productivity in a range of areas.

As a response to the Rail Freight Productivity Review, ATC

requested that NTC prepare a policy paper that:

1. facilitates the development of a coordinated set of national and state-based objectives for rail
2. develops a consistent and transparent national framework for assessing existing road and rail pricing distortions (including funding for community service obligations) to facilitate rail investment
3. develops an improved evaluation and monitoring framework to assess whether rail investment under the above framework achieves the stated rail objectives.

Stakeholder feedback on this discussion paper will inform the development of a draft policy paper that will be released in the first quarter of 2011. The NTC will also provide further opportunities for consultation throughout the development of the draft policy paper.

The ALC Submission can be accessed at [The Role of Government in Freight Rail Investment](#)

SAFE RATES, SAFE ROADS DIRECTIONS PAPER.

The Government has released the *The Safe Rates, Safe Roads Directions 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*.

On 25 July 2008, the Government announced that the National Transport Commission (NTC) was investigating and reporting on driver remuneration and payment methods in the transport industry and would be making recommendations for reform.

In October 2008, the NTC issued its report with the assistance of Professor Michael Quinlan (FSIA) and Hon Lance Wright QC. The report, *Safe Payments Addressing the Underlying Causes of Unsafe Practices in the Road Transport Industry* (the NTC Report), stated the existence of a link between driver remuneration and safety outcomes in the Heavy Vehicle Industry and made a number of recommendations for actions to address this link.

To assist in responding to the NTC Report, the Government asked the Department of Education, Employment and Workplace Relations to consult with industry stakeholders and develop models for possible reform in the industry, building on the recommendations in the NTC Report.

As part of this process, a Safe Rates Advisory Group (SRAG) was established by the Government, to provide expert industry advice on policy options for national reform.

Further information and the report available at www.deewr.gov.au/saferatessaferoads

LOGISTICS INDUSTRIES WORKFORCE DEVELOPMENT PLAN

The Logistics Training Council has released the 2010 Logistics Industries Workforce Development Plan which is now on the website in the reports section.

To view the plan, please go to [Workforce Development Plan](#)



NHVR INDUSTRY ADVISORY GROUP

Key representatives from the heavy vehicle industry have joined the National Heavy Vehicle Regulator Industry Advisory Group (NHVR IAG). These members will assist the Project Board by providing advice on critical issues from the perspective of the Australian heavy vehicle road transport industry, including the wider transport industry.

Members include:

- » Chairman - Mr David Simon (Managing Director, Simon National Carriers)
- » Mr Phillip Crook (General Manager, Transport Regulation and Compliance, Toll Group)
- » Mr Ingilby Dickson (General Manager Supply Chain and Logistics, BlueScope Steel)
- » Mr Shane Falkiner (Compliance Manager Asia Pacific, Linfox Logistics)
- » Mr Philip Halton (Director, PLM Consulting Services Pty Ltd)
- » Mr Bart Jones (Hampton Transport)
- » Mr Ian King (Chairman, Geraldton Port Authority)
- » Mr Craig Luxton (Deluxe Transport)
- » Mr Phillip Porter (National Logistics Manager Australian Paper)
- » Mr Tony Sheldon (Federal Secretary, Transport Workers Union)
- » Mr Michael Swart (Wildman River Stock Contractors Pty Ltd)
- » Mr Eric Willemse (National Operations Manager-Food and Liquor, Woolworths Limited).

The group's primary focus will be on issues affecting heavy vehicle road transport regulation and the formation and implementation of the National Heavy Vehicle Regulator, particularly in relation to achieving productivity, efficiency, and safety outcomes. Issues that the group may consider include: road access, heavy vehicle safety approaches, vehicle and transport chain compliance and enforcement and vehicle registration.

ELECTRONIC SYSTEMS FOR HEAVY VEHICLE DRIVER FATIGUE AND SPEED COMPLIANCE: DRAFT POLICY PAPER

ALC has made a submission on the NTC [Electronic Systems for Heavy Vehicle Driver Fatigue and Speed Compliance: Draft Policy Paper](#)

The Paper proposes a way forward for industry and regulators on allowing the voluntary use of electronic work diaries to monitor heavy vehicle work and rest hours. It also addresses the use of technology to monitor speed compliance.

The issue of the use of electronic systems in heavy vehicles has been under consideration since 2006. However, it is not apparent that the draft Policy Paper contains anything of substance not previously canvassed in the earlier document titled *National In-Vehicle Telematics Strategy 2010*.

ALC reaffirms our previous recommendations that:

1. The overall objective of the National In-Vehicle Telematics Strategy should be to focus on:
 - » safety and
 - » compliance with fatigue and speed regulations.
2. The Strategy may need to consider the development of subsidy schemes to encourage the uptake of telematics.
3. Rather than supporting one of the options contained in the Strategy Document, ALC proposes the adoption of the following option:

ALC Option

The use of 'monitoring systems embracing telematics' for compliance purposes should be mandated for heavy line-haul vehicles. Under chain of responsibility rules, systems should be monitored by companies not regulators.

4. Once decisions have been made as to how telematics should be used, so as to reduce duplication and compliance costs all jurisdictions should be obliged to adopt **identical and nationally consistent** provisions.
5. ALC agrees that mass regulations should be updated to provide a positive duty for managing compliance (consistent with fatigue and speed regulations).

The ALC Submission can be accessed at [Electronic Systems for Heavy Vehicle Driver Fatigue and Speed Compliance: Draft Policy Paper - December 2010](#)



SHIPPING REFORM

The Minister for Infrastructure and Transport, the Hon Anthony Albanese MP, has released a discussion paper outlining the reforms being proposed by the Government.

The Government will consider:

- » Measures to reduce costs for Australian ships and place the industry on a sustainable footing with its international competitors;
- » Enabling Australian companies using Australian registered ships to pay a new tonnage tax or remain with the current tax regime which will be bolstered through accelerated depreciation arrangements; the new tonnage tax to carry with it a requirement for mandatory training;
- » Exemption from the payment of Royalty Withholding Tax of owners of vessels where the vessel is leased under a bareboat charter to an Australian company;
- » Making changes to income tax arrangements for Australian resident international seafarers to remove disincentives for companies employing Australians;
- » Establishing an Australian International Shipping Register to facilitate Australian participation in international shipping;
- » Working with industry, unions and education providers to consider ways to improve maritime skills development and training, and
- » Making changes to the single and continuous voyage permit system.

A full copy of the discussion paper can be downloaded at:

www.infrastructure.gov.au/maritime/shipping_reform/

DRAFT INTEGRATED FREIGHT STRATEGY FOR QUEENSLAND

The QLD Department of Transport and Main Roads (TMR) has developed a new draft Integrated Freight Strategy for Queensland.

The draft Strategy has recently been released on TMR's website www.tmr.qld.gov.au/Business-and-industry/Transport-sectors/Freight/Integrated-Freight-Strategy-for-Queensland.aspx for broader industry and community feedback until late January 2011.

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 by:

- » informing the development of broader state government plans and strategies
- » providing direction for informing national transport planning and reform agendas for transport and freight
- » informing industry's business and freight investment decisions
- » fostering greater coordination and collaboration across government and industry about freight
- » providing direction for enhancing the utilisation of the transport system for freight operations.

DRAFT NATIONAL ROAD SAFETY STRATEGY 2011-2020

A draft National Road Safety Strategy for 2011-2020 has been released for public consultation.

Australian Transport Ministers directed CEOs of transport and roads agencies around the country to work together to develop a new 10 year Strategy, commencing in 2011. The draft Strategy contains a range of initiatives and interventions under **four headings – Safe roads, Safe speeds, Safe vehicles and Safe people.**

It targets a reduction of at least 30 percent in the annual number of deaths and serious injuries on Australian roads.

The draft strategy and details on how to lodge feedback can be found on the Department of Infrastructure and Transport website: <http://infrastructure.gov.au>



ASSESSMENT STARTS FOR THE MOOREBANK INTERMODAL TERMINAL

In late November 2010 the NSW Government confirmed that community and stakeholder consultation was about to commence for a proposed \$490 million intermodal terminal on 83-hectares of defence lands at Moorebank.

The Moorebank Intermodal terminal in Sydney was announced by the Commonwealth Government in Sept 2004, subject to an agreement being reached with the Dept of Defence vacating the site. The Rudd

Government allocated \$70.7 million in the May 2010 Budget to complete the detailed planning on the Moorebank Intermodal Terminal, with the staged redevelopment of the hub expected to start in 2013, subject to final approval.

For further background on Moorebank, please see **ALC Update - September 2010**

The NSW Government is targeting a 40 per cent rail mode share of port

container freight. The proposal has the potential to generate more than 1,700 jobs and be part of a logistical framework for freight transport in a growing city.

The Sydney Intermodal Terminal Alliance (SIMTA), a consortium made up of Stockland, Qube Logistics and QR National, propose to develop the intermodal logistics facility on the site. Further information can be accessed at www.simta.com.au/

2009/10 NTC ANNUAL REPORT - CREATING A SEAMLESS NATIONAL ECONOMY

The National Transport Commission (NTC) has released its annual report for the 2009/10 financial year.

Creating a seamless national economy, the theme of this year's annual report, aligns with the NTC's long term goal of creating an integrated transport system which delivers the best economic, safety and environmental outcomes for Australia.

The report details the progress made on achieving the productivity, safety and environmental objectives of the NTC during 2009/10, in partnership with its stakeholders including all levels of government, industry and the wider community.

A copy of the annual report can be downloaded from the NTC website:

www.ntc.gov.au/viewpage.aspx?Areald=38&DocumentId=56

REVIEWS OF THE AUSTRALIAN ROAD RULES AND AUSTRALIAN VEHICLE STANDARDS RULES

The National Transport Commission (NTC) invites interested parties to register their interest in upcoming reviews of the Australian road rules and Australian vehicle standards rules.

The Australian road rules are 'model laws' that states and territory base their road rules on. This ensures that there is consistency in road rules across Australia. The vehicle standards rules are also 'model laws' that provide in-service or roadworthiness standards for motor vehicles operating on public roads.

The reviews will explore areas such as the practical outcomes of the rules, the experiences of stakeholders and whether the rules can be improved to maximise their effectiveness.

If you would like to register your interest in this reviews, or if you have any comments on the scope of the reviews or any other feedback or information you would like to provide, please contact NTC on enquiries@ntc.gov.au

More details on the review are available on the NTC website:

- » Australian road rules
- » Australian vehicle standards rules

INCOTERMS® 2010 ARE COMING!

From 1 January 2011 the new Incoterms®2010 terms can be used in all Import and Export contracts.

To help companies understand what the new Incoterms cover, and when to use them, the Australian Institute of Export will be running a series of short workshops.

To register or to request further information email education@aiex.com.au



AIRPORT PRICING, INVESTMENT AND SERVICES REVIEW

The Government has asked the Productivity Commission to investigate airport pricing, investment and services as part of a major public inquiry into the economic regulation of major Australian airports.

The inquiry is being brought forward from 2012 in response to the Australian Competition and Consumer Commission's *Airport Monitoring Report*, which was released earlier this year.

The Government has asked the Productivity Commission to assess the effectiveness of current economic regulation of airports in supporting ongoing investment in aviation infrastructure while deterring potential abuses of market power.

In line with the Government's urban policy agenda, the inquiry will also review the provision and quality of land transport facilities for those wanting access to our airports.

For more information, go to: www.pc.gov.au.

EMISSION REDUCTION POLICIES AND CARBON PRICES IN KEY ECONOMIES

The Government has asked the Productivity Commission to undertake a study on the effective carbon prices that result from emissions and energy reduction policies in Australia and other key economies.

Effective carbon prices include both explicit carbon prices from emission taxes and tradeable permits, and the implicit prices of other measures, such as direct regulation of technologies, renewable energy targets, or subsidies for low emissions technology.

The Commission is to:

- » examine and detail key emissions reduction policies either in place or committed in Australia and other key economies, such as the UK, USA, Germany, New Zealand, China, India, Japan and South Korea;
- » estimate the effective carbon price per tonne of carbon dioxide equivalent (CO₂-e) faced by the electricity generation sectors in these economies, and selected industries drawn from manufacturing and transport sectors in these and other countries where relevant and data permitting;
- » report on the methodology, assumptions and data sources used, so as to inform further analysis in this area.

The Commission is to report to the Government by the end of May 2011. The report will be published.

Further information at www.pc.gov.au/projects/study/carbon-prices

REFORMS TO AIRPORT PLANNING

The National Parliament has approved major reforms to the *Airports Amendment Bill 2010*.

The key changes:

- » Strengthen the requirements for airport Master Plans and Major Development Plans to undertake community consultation;
- » Align airport development and planning with State, Territory and local planning;
- » Require Master Plans to outline ground transport linkages and information on proposed non-aeronautical development, including the impact on jobs;
- » Increase the triggers requiring airports to lodge Major Development Plans to include developments that are likely to have a significant community impact;
- » Require public consultation on runway alterations that significantly change flight paths or aircraft noise arrangements through a Major Development Plan process;
- » Prohibit certain types of non-aviation developments, such as residential, aged or community care facilities, hospitals and schools unless there are exceptional circumstances; and
- » Integrate airports' environmental plan into their Master Plan to give comprehensive information to the public through a unified consultation period.

GARNAUT CLIMATE CHANGE REVIEW

The terms of reference commissioning Professor Ross Garnaut to update his 2008 Garnaut Climate Change Review have been released by the Government. **The final report will be published by 31 May 2011.** Read the [media release](#) and [Terms of Reference](#).



AIRFREIGHT STATS CHARTS UPDATE SEPTEMBER 2010 DATA

www.airfreightstats.com

Surging imports at this time of the year is to be expected. Exports of perishables are well down on the previous year, mainly due to declines in fruit and seafood with Victoria and South Australia particularly hard hit.

Contact:

maritrade@maritrade.com.au
www.airfreightstats.com

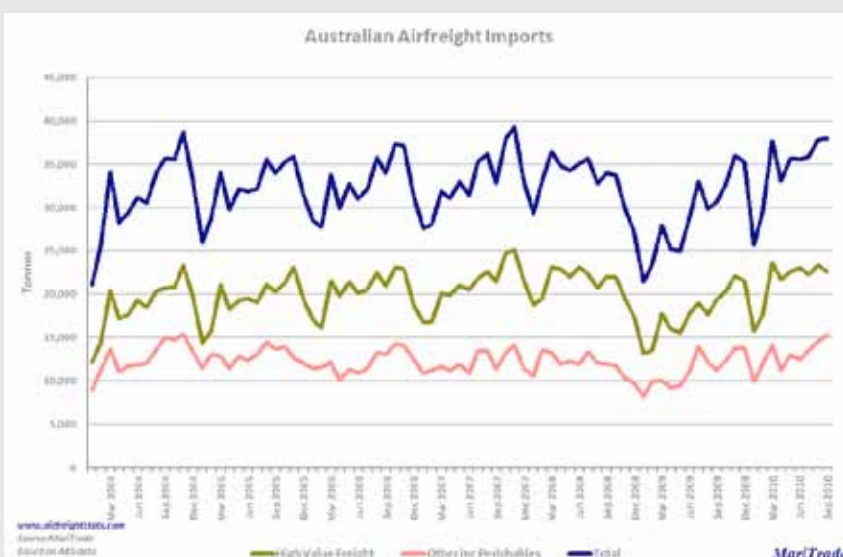
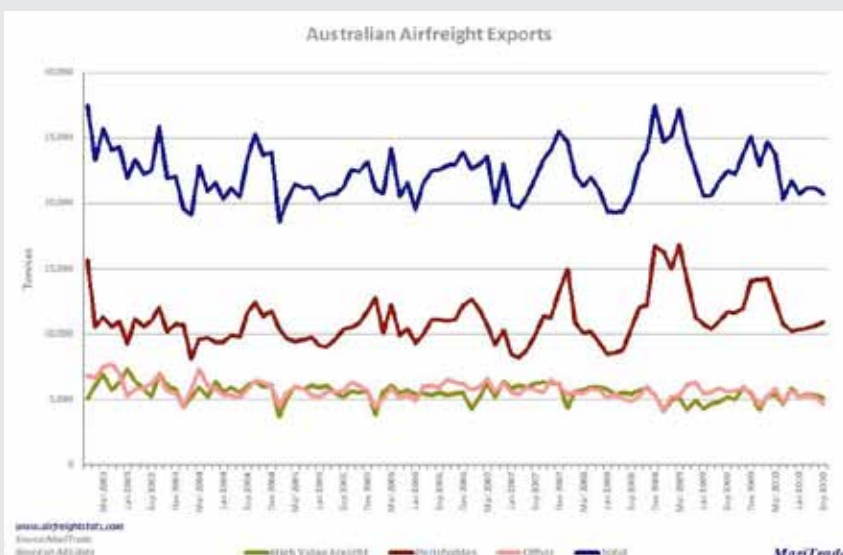
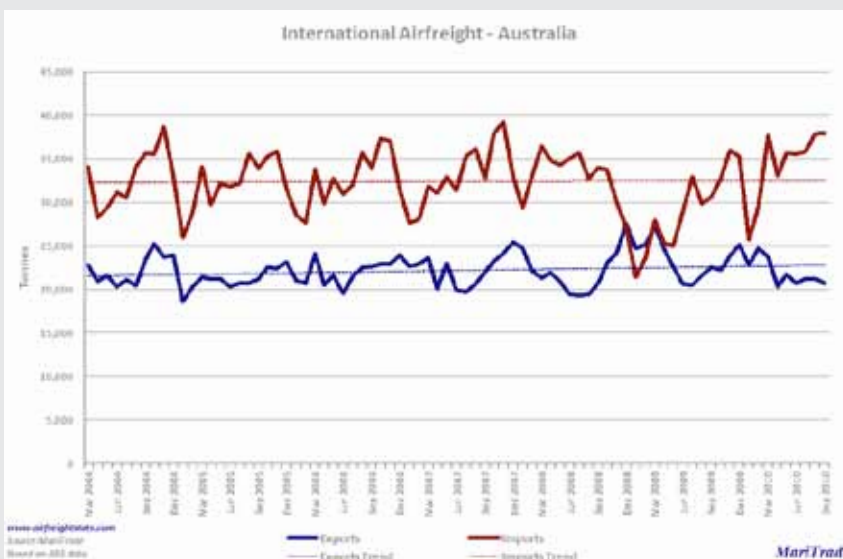
AUSTRALIA APPOINTS ITS FIRST PERMANENT REPRESENTATIVE TO IMO

The Government has appointed John Dauth as Australia's first Permanent Representative to the International Maritime Organization (IMO).

Australia is a founding member of the IMO and has served on its governing Council for most of its 60 years, representing the fourth largest shipping task in the world, with most of these vessels transiting close to significant natural marine and coastal habitats.

The IMO is a specialised agency of the United Nations with responsibility for the safety and security of shipping and the prevention of marine pollution by ships. For more information visit: www.imo.org.

John Dauth is a career diplomat and has been the Australian High Commissioner to the United Kingdom since 2008.





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 - **Thursday, 3 February 2011.**

While the program is tailored to the transport and logistics industry it is not restricted to participants only from T&L. Guest speakers from the 2010 program included senior leaders from the Gold Coast City Council, Emberin Founder Maureen Frank, former leader of the Democrats Natasha Stott-Despoja and Michael Blucher, director of The Third Half, a sports motivation company. Speakers from the industry included former Chairman of the ALC Ivan Backman, Air Vice Marshall Margaret Staib and Kathryn Fagg from Linfox.

This program has become the largest, most effective mentoring program for women in the T&L industry. It incorporates a high quality program at a cost effective price. This program identifies what women want in their personal and professional lives and helps get them there—all by the helping hand of a virtual mentor. Government subsidies are currently available giving a \$200 discount to the \$795 price.

Registrations close 15 January 2011. There are only a limited number of participant spots – so register before Xmas to ensure you don't miss out. **Visit www.cilta.com.au**

INQUIRIES:
Megan Hobson, CILTA Professional Development & Events Manager,
megan.hobson@cilta.com.au

NEW BITRE PUBLICATIONS

- » Domestic air fare indexes
<http://bitre.gov.au/Info.aspx?ResourceId=221>
- » Australian Domestic Airline Activity - Monthly Publications
<http://bitre.gov.au/Info.aspx?ResourceId=223>
- » Airline On Time Performance Monthly Reports
<http://bitre.gov.au/Info.aspx?ResourceId=214>
- » International Airline Activity - Monthly Publications
<http://bitre.gov.au/Info.aspx?ResourceId=211>
- » Monthly Airport Traffic Data for top twenty airports: January 2008 to current (xls format)
<http://bitre.gov.au/Info.aspx?ResourceId=634>
- » Road Deaths Australia - October 2010
<http://bitre.gov.au/Info.aspx?ResourceId=782>

ALC ACTIVITY

Submissions

- » ALC Submission to the NTC on **The Role of Government in Freight Rail Investment** - December 2010
[CLICK HERE](#)
- » ALC Submission to the NTC on the **Electronic Systems for Heavy Vehicle Driver Fatigue and Speed Compliance: Draft Policy Paper** - December 2010
[CLICK HERE](#)
- » ALC Submission to the NTC on the **Australian Dangerous Goods Code - 7th Edition (ADG7)** - December 2010
[CLICK HERE](#)

Speeches

Presentation made by Michael Kilgariff, CEO - "A Seamless Economy, A Seamless Supply Chain" at AusIntermodal 2010 - 9 November 2010
Speech and Presentation

Press Releases

- ALC Sets New Direction for 2011 - 2013** - 7 December 2010
[CLICK HERE](#)
- » ALC Strategic Plan 2011 - 2013
[CLICK HERE](#)
- » ALC Board Governance and Reference Manual
[CLICK HERE](#)