



**AUSTRALIAN LOGISTICS COUNCIL**

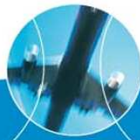


PRESENTATION TO

# Smart Transport Technology Forum

**MICHAEL KILGARIFF CEO**

28 APRIL 2010



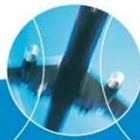
**AUSTRALIAN LOGISTICS COUNCIL**

## **ALC Mission Statement**

The Australian Logistics Council (ALC) is the peak national body for Australia's freight Transport & Logistics (T&L) industry.

## **Aim**

The aim of ALC is to influence government policy decisions to ensure that Australia enjoys a safe, secure, reliable, sustainable and competitive freight T&L industry.



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## **Membership**

ALC members have interests across the full spectrum of the Australian freight T&L supply chain, including owners, providers and users of infrastructure, as well as suppliers of goods and services.

Membership of ALC is extended to major T&L businesses, organisations and associations with an interest in Australia's domestic and international T&L supply chains.



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M E M B E R S

**PLATINUM**



**GOLD**



**SILVER**



**BRONZE**

- ARRB Group
- Australian Air Express
- BlueScope Steel
- Broome Port Authority
- Coca-Cola Amatil
- National Foods Limited
- Newcastle Port Corporation
- PGA (Management) Pty Ltd
- Port Kembla Port Corporation
- Swire Cold Storage
- Transport Certification Australia
- WestNet Rail

**GOVERNMENT SPONSORS**

- Department of Defence
- Department of Transport and Main Roads QLD
- Department of Transport VIC
- NSW Transport and Infrastructure

**INDUSTRY ASSOCIATION**

- Australian Food & Grocery Council
- Australian Institute of Export
- Australian Shipowners Association
- Chartered Institute of Logistics & Transport in Australia
- GS1 Australia Limited
- Ports Australia
- Transport & Logistics Industry Skills Council
- Transport Unions Federation

**ASSOCIATE**

- Merrill Lynch





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## **Strategic Objectives**

1. Be the nationally recognised voice of the major participants in Australia's domestic and international freight T&L supply chains.
2. Support appropriate nationally consistent regulatory frameworks and transparent markets to ensure Australia enjoys the full benefits of national freight T&L policy development and reform.

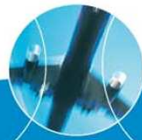


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## **Strategic Objectives**

3. Promote the freight T&L industry's image and profile and encourage greater recognition by governments and the community of the importance of the industry's contribution to Australia's economy.

4. Drive implementation of strategies to improve Australia's domestic and international supply chains.

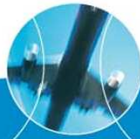


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## **Economic Positioning**

The Bureau of Transport Economics (BTRE) has defined logistics as:

*“the activities required for the movement and handling of goods and materials, from inputs through production to consumers and waste disposal”.*



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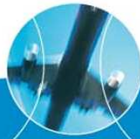
## **Economic Positioning of Freight T&L**

- Generates 14.5% of Australia's GDP.
- provides more than 1 m jobs across 165,000 companies.

Treasury estimates that Australia's population will increase to 35 million by 2050.

Australia's freight task has more than doubled over the last 20 years, is expected to almost double again by 2020, and triple by 2050.





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**Transport & Logistics companies are high users of existing and new information.**

**The ideal Logistics System** smoothly delivers goods:

- where they are needed,
- when they are needed,
- with the least amount of cost, energy, carbon, pollution, noise, congestion and harm.

All T&L modes (road, rail, sea and air) must be able to work together to maximise efficiencies.



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## **Prime Minister Rudd – January 2010**

*“In 2010 the transport priority for the Council of Australian Governments will be freight transport”.*

And freight

*“will require a massive effort – companies will have to improve transport and logistics strategies and efficiencies, and governments will have to undertake substantial new investment and policy reform”.*

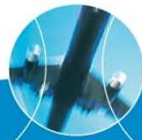


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## **ALC Submission to Infrastructure Australia on the National Freight Network Plan. *A Seamless Economy-A Seamless Supply Chain.***

National Freight Plan should permit the transfer of information across T&L chain, including (where necessary) legislation that will permit the development and use of industry wide ICT solutions to enhance the efficiency of the T&L chain.

A fully efficient freight transport and logistics chain requires a stable and clear set of regulations.

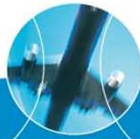


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## **ALC January 2010 White Paper**

*A Smarter Supply Chain - Using Information and Communications Strategy to Increase Productivity in the Australian Transport and Logistics Industry.*

**Impartial industry wide ICT solutions for collaborative information sharing enhances the transport and logistics industry's ability to deliver predictable and reliable transactions.**



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## **CONCLUSION:**

**ICT can improve productivity in the freight T&L industry.**

### **To unlock this productivity bonus:**

- 1. Government** must provide the appropriate regulatory environment and infrastructure.
- 2. Industry** must better coordinate and inform its disparate components.
- 3. Enterprises** must determine where and how they wish to position themselves in the Value Chain Maturity Matrix.