

QUEENSLAND TRUCKING ASSOCIATION LTD

2017 ELECTION POLICY PRIORITIES

As an industry, the Transport and Logistics sector takes our place as a key contributor to GDP in Australia. In fact our industry accounts for close to 9% of GDP, which is a statistic that we believe warrants our priority in the infrastructure investment that is necessary to give us a comparative advantage in moving freight. The safe and efficient carriage of goods is fundamental to us all and the energy of our economy.

Therefore the road freight networks, within states, across states and to our shipping ports remains a focus for ensuring the efficient distribution of goods. Increasing productivity on our key road freight corridors to keep pace with contemporary efficiency demands is not discretionary but imperative for our economy.

These policy priorities are just one part of QTA's focus on creating positive outcomes and productivity gains for both our industry and our state. The QTA has always been afforded the opportunity to openly voice and share industry's position and we remain appreciative of the consideration and engagement offered by State and local governments.

QTA has identified FIVE (5) key road freight priorities and seek more focus afforded to the freight task and industry.

1 - FREIGHT ROUTES

We want Qld to advance, and to do so, we need road access and planning to allow for and embrace more efficient vehicle combinations on our roads, by matching freight routes to the best vehicle combinations available. Investment in our road infrastructure needs to be tied to productivity and regulatory performance. We want the bridge investment program brought forward to unlock efficiency and safety dividends.

Key Freight Routes priorities are:

- Opening from Toowoomba to Port of Brisbane for High productivity vehicles for Heavy Mass limits
- Opening Gladstone to Central highlands to High Productivity Vehicles to Heavy Mass Limits.
- Opening up Roma to Toowoomba for High Productivity Vehicles

2 - INNOVATION AND EFFICIENCY

There needs to be greater agility in the adoption of innovation, safety and efficiency measures across our regulatory frameworks, vehicle design, and wider utility of infrastructure. So we are seeking more Yes's in a faster timeframe.

The cornerstone of economic energy is the movement of goods. Performance based standard (PBS) vehicles or High productivity vehicles are the future to ensure goods are transported efficiently and safely around the state. This is evidenced in the *'Assessing the effectiveness of the PBS Scheme'* that report PBS vehicles:

- Were involved in 46 per cent fewer major crashes
- Had a reduction of 440 million km in truck travel and saved at least four lives in 2014-2016
- Delivered 24.8 percent productivity gains across all commodities
- Delivered a 6.2 per cent gross tonne-km saving for 2016
- Saved about \$65 million in road maintenance expenses
- Saved 94 million litres of fuel in 2016 and reduced CO2 emissions by 250,000 tonnes.

The complexity and cost of the current approval processes, coupled with, uncertainty of access permissions is prohibiting wider adoption of these vehicles by road freight operators. We seek support to change this prohibitive framework to give our industry an edge in an ultra-competitive environment.

3 – HEAVY VEHICLE CHARGES AND FAIR TOLLING

It is already established by eminent independent bodies, that our industry is overcharged now and will still be for some years. We seek support to lead changes to correct heavy vehicle charging.

Setting a fair charging regime that should acknowledge the ever-growing use of toll roads and the additional costs this will impose on our community. Of particular interest at this point we want to ensure there is a fair charging toll regime for the Toowoomba Second Range Crossing. We appreciate this great infrastructure, but as an industry we should not be held to unfair charges nor inefficient pricing.

4 – REDUCE REGULATORY BURDEN

There is a clear role for policy to enable business to become more productive by removing regulatory impediments and more efficient use of resources. These incentives should include heavy vehicle movements being substantially improved. For example, in agriculture, where transport costs from the farm gate average 21% of the overall costs.

To ensure we can grow a responsive and productive commercial contribution to our economy, reducing unnecessary regulatory burden particularly, economic regulation where in its application can affect the viability of business. We are advocating for streamlined processes for issuing of permits and other processes (including Performance Based Standards) to improve timeliness of approvals. We firmly believe that 80% of permits should be able to be issued within 48 hours with the remainder in seven (7) days. The current system needs serious review.

5 - SKILLING FOR THE FUTURE

The Vocational Education and Training (VET) Industry Engagement Program funding provides two way connectivity between the VET system and the broader Transport and Logistics industry. Continuation of funding for this program will support ongoing reform and operation of the vocational education and training system relating to the contestable skills market in Queensland.

Continued investment in workforce development programs such as the industry demand driven SVETE GenR8 Youth Pathways program which has been successfully adopted for six years across Queensland. We note the demand from industry for this program to restart in North and Far North Queensland. Funding for other activities that will assist in:

- qualification attainment
- skill utilisation
- employment outcomes
- uptake of specific skilling strategies

The TLI Connect unit within DTMR addressing industry capability with support and advice from the Transport and Logistics Workforce Advisory Group has made a significant contribution.

QTA Ltd commends this activity by the Department and looks forward to continued support for funding in this area of policy and activity.

Gary Mahon
Chief Executive Officer
November 2017