



Ten Years of Freight Logistics in Tasmania

The Tasmanian Freight Logistics Council (formerly known as the Tasmanian Export Council) was 10-years old in February 2009 and has good reason to look back at its achievements on behalf of the Tasmanian freight industry with pride and a sense of achievement.

The Tasmanian Export Council was incorporated as a public company limited by guarantee on 3 February 1999, having been initiated on behalf of the State & Federal Governments by officers from the State Department of Infrastructure, Energy & Resources (DIER) in discussions with Tasmanian export businesses and the Tasmanian Chamber of Commerce & Industry (TCCI). In 2003 the Council's name was changed to the Tasmanian Freight Logistics Council.

The Council's vision is of a vibrant and efficient Tasmanian freight community, continually improving systems to support increased competitiveness, new business and investment in more effective supply chains. To achieve this vision, the Council:

- Is involved in projects to improve logistics service standards and quality management of logistics-chains;
- Is an information source on logistics-related technologies, training support, packaging and transport systems;
- Is a conduit between shippers, industry associations, freight service providers and government about logistics issues; and
- Supports improvements in Tasmania's freight chains by working jointly with service providers and shippers. Our focus is on the logistics aspects of moving goods across, into and out of Tasmania.

Projects undertaken by the Council over the past ten years on behalf of members as well as the exporting community in general aim to facilitate improvements in freight logistics efficiency, remove impediments to competitive freight transport and increase exporters' understanding of technologies associated with product handling.

The ten years in retrospect has seen significant turbulence and change in the operation of freight services to and from Tasmania. The collapse of Ansett Airlines impacted enormously on air freight capacity and the Council was instrumental (in conjunction with DIER and TCCI) in establishing an Air-Freight Working Group of air-freight users, forwarders and other service providers to address issues and assist communication between airlines, forwarders and shippers. In time there was a recovery in airfreight capacity after the Ansett Airlines collapse, with a strengthening of Australian air Express' schedules and the introduction of first Impulse, then Virgin Blue Airlines and later on Jetstar as somewhat minor but nonetheless important air freight operators.

In sea-freight, Bass Strait services have become highly competitive with the introduction of additional excess capacity from the daily TT-Line passenger ferry services ex Devonport and ANL's re-establishment out of Bell Bay and Burnie. The Council was involved in encouraging shippers to take advantage of the opportunities offered by such alternatives and there has been a shift away from sole reliance on airfreight capacity to move product northwards.

Despite all this increased capacity and growth in demand, there have been other significant issues in freight logistics that have been addressed with Council support. External/global factors such as international conflicts, SARS, increased oil prices and an economic downturn have affected costs and have increased complexities of moving product into export markets. Continued terrorist activity has heightened concerns by governments about protecting movements of export and import freight across borders – and this has resulted in a tightening of security measures at ports (both sea and air) in Australia, affecting the speed with which products can be cleared for shipment through to market. The Council's role in assisting the Tasmanian freight community to be responsive to such change continues unabated.

The TFLC is run by a Board of Directors – who collectively have a wealth of freight, logistics and business knowledge – and who freely give up their time with advice, project implementation and meeting throughout the State - all without remuneration in serving on the Board of Management of the Council. Three Directors – Philip Petersen (the Chairman) from the Department of Infrastructure, Energy and Resources, Scott Cleary from Australian air Express and Tim Hess from Petuna Seafoods – have been Directors for the whole ten years existence of the TFLC.

The Tasmanian Freight Logistics Council has made a significant contribution to the improvement of the movement of freight into and out of Tasmania in its first ten years of existence and will continue to do so into the future.