

# Productivity, it means a lot more...

*Boosting productivity isn't just about keeping more freight moving – it can also be about saving fuel to keep competitive and lowering emissions to make your business more sustainable and attractive for customers.*

## Three out of four and possibly more...

Productivity is listed alongside Decarbonisation and Data in the new National Priority Action Areas set out in the [National Freight and Supply Chain Strategy](#). These three action areas are interlinked: fleets can do more work with less fuel, and the data can show improvements to optimise success, but it doesn't need to stop there. Resilience can also improve if productivity reduces sensitivity to diesel prices, fleets can be more proactive on reputation rather than just compliance focussed, and data can be used not just to monitor but to improve responses to change.

Having experienced either [limited growth or a decline](#) in productivity since 2003-2004, transport productivity is critical for Australia's export competitiveness and keeping the cost of goods lower for consumers.

The national freight task is expected to increase over 50% by 2050. Yet over 99% of new trucks purchased today are diesel-powered, so the legacy fleet will continue to operate into the 2040s and requires measures that can be adapted to existing operations today. Both productivity and fuel efficiency have been achieved with technologies and practices proven to be successful and cost-effective in Australia. The questions most fleets need to ask is where to start and how to make opportunities relevant.

Here's a few recent resources to help fleets navigate the challenge more easily.

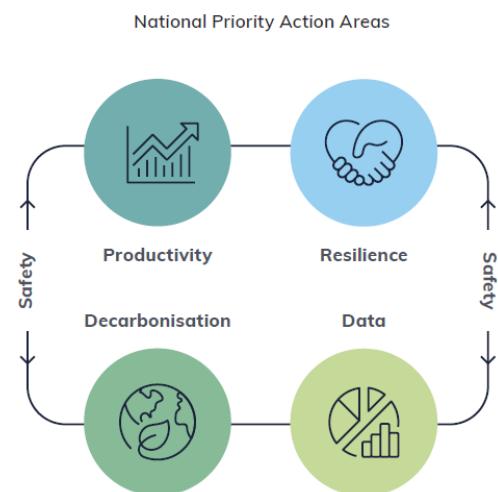
### How-to Guides

NatRoad provides an integrated suite of resources online at [www.natroad.com.au/decarbonisation](http://www.natroad.com.au/decarbonisation).

Their **Get Fleet Fit** initiative is designed to guide small- and medium-sized truck operators towards making their business more **productive**, more **efficient**, and more **resilient**, using **data** to find opportunities and to measure and track improvements. It's no coincidence these are similar themes to those in the Supply chain Strategy above, as most improvement processes follow similar steps. Get Fleet Fit's 5 steps include

1. Setting goals
2. Measuring a baseline or starting point
3. Understanding improvement options or pathways
4. Making a plan to improve
5. And taking action (see below).

Each of these steps has its own How To guide with more information about getting started.





A whole suite of factsheets are also available to support the improvement process, provide case studies of leading practices and deep dives into technologies that can be applied to existing trucks that are already in the fleet, and also to new trucks.



**Step 1 - Goals**

**Step 2 - Measure**

**Step 3 - Options**

**Step 4 - Plan**

**Step 5 - Action**

**Cargo Productivity**

**Eco-driving**

**Efficiency Upgrades**

**Fleet Practices**

**Telematics**

A simple tool to connect these technologies and to make improvements easier to plan and quantify has also just been launched via the [RateYourTruck](#) website. We've covered this in a separate article in this edition of the FFEH newsletter.

## NSW Knowledge hub

Transport for NSW also provides a [Knowledge hub](#) of online information resources.

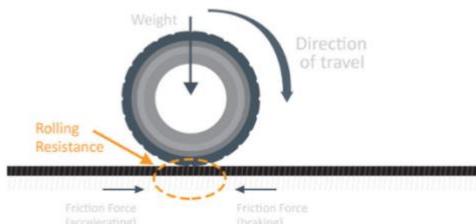
Whilst high level, it offers a consolidated and up to date outline of current and available technologies, initiatives, and comparisons with traditional vehicles.

The technologies listed are those that can reduce emissions and can be considered as an add-on or alternative to traditional diesel-powered combustion engine vehicles. See *Tyre technologies* example opposite.

### Tyre technologies

Efficient and well-maintained tyres can reduce emissions, improve durability, and reduce noise pollution. Tyres contribute to 20%-30% of vehicle fuel consumption and 24% of CO<sub>2</sub> emissions.

Advances in technology and design has increased the efficiency of tyres by low rolling resistance with specialised tread designs, materials, and construction techniques. Leading companies are heavily invested in R&D, for example printing of airless tyres using 3D technology. Manufacturers also use carbon black, silica, and other chemical compounds to improve the durability and strength of tyres. To reduce the tyres' friction and weight, they also use natural rubber made from dandelions, silicate from the ash of rice husks, and vegetable oils and resins. Bamboo and some reusable materials are also in use.



## Overlapping information – an opportunity

The federal Department of Climate Change, Energy, the Environment and Water (DCCEEW) also has similar information to NSW on a mostly text-based [website](#). Many of the same technologies are covered, with additional basic information on improved maintenance and operating practices.

The duplication of technologies and information suggests better coordination is needed between government agencies and industry – with a focus on actionable information and tools. QTLC is working with others in this area to connect and align these information resources to make them easier to find and use.



The Queensland Transport and Logistics Council (QTLC) is the respected agent of the Queensland Freight Industry. We aim to drive continual performance improvements in Queensland's freight and logistics sector, delivering improved productivity, safety and environmental benefits for all Queenslanders. We strive to change the way Government & Industry connect and work together to deliver Sector based improvements.

Queensland Transport and Logistics Council  
310 Edwards Street, Brisbane City QLD 4000

QTLC acknowledges the support and expertise of MOV3MENT in producing this paper. MOV3MENT is the only Australian consultancy dedicated to working at the interface of 'the 3 Es' of the clean transport revolution: Energy, Economics & Environment. Find out more at [www.mov3ment.com.au](http://www.mov3ment.com.au).