

# Future Freight Energy Hubs



## QTLIC Comments

A word from FFEH's founding organisation

In an environment of rising costs, heightened volatility, labour shortages and mandatory climate disclosures, it is more evident than ever that strong supply chains will be those that have invested in efficient, intelligent and connected technologies. Be it advanced analytics, improved route planning and optimisation platforms, fuel efficiency measures, digital twins or transparent reporting and communication platforms – customers are looking for more. And those not considering their options will be left behind.

In this newsletter we're bringing you the latest in local and international supply chain efficiency tech and trials to you – so that you can consider how best your business adapts. In 2026 we'll be using the Future Freight Platform to test and demonstrate supply chain productivity options and bring together this working within them.

Lauren



### FEATURE:

**PRODUCTIVITY, it means a lot more...**



**Productivity, it means a lot more...**

Boosting productivity isn't just about keeping more freight moving – it can also be about saving fuel for long-haul operations and lowering emissions for 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 interconnected and can do more work with less fuel, and the data can show improvements to optimise routes, 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 focused, and data can be used not just to monitor but to improve responses to change.

Having experienced either *total growth* or *a decline* in productivity since 2020, 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 90% of new trucks purchased today are diesel-powered, so the freight 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 technology 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**

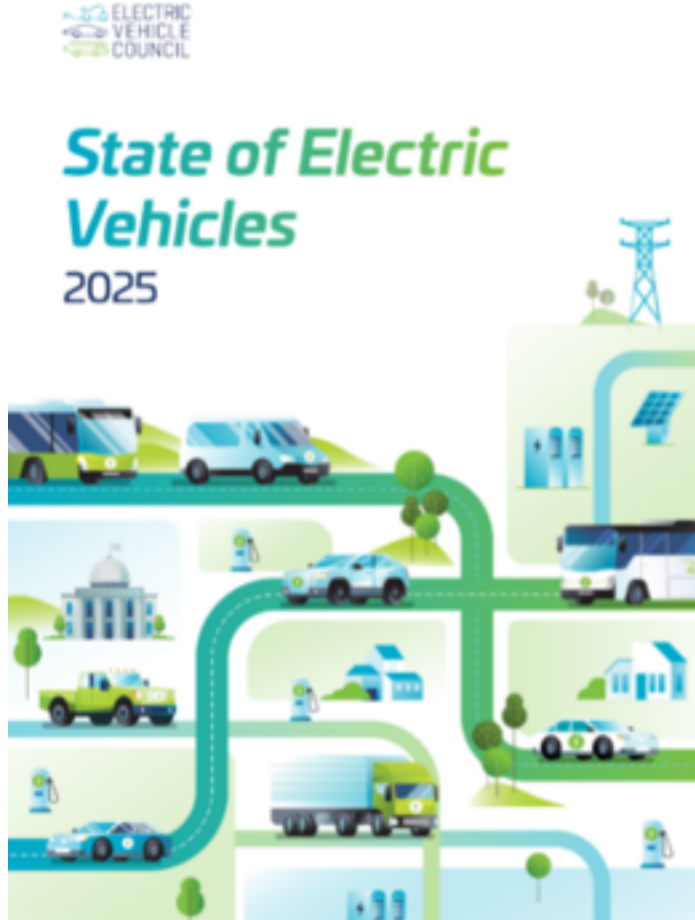
NatRoad provides an integrated suite of resources online at [www.natroad.com.au/decarbonisation](http://www.natroad.com.au/decarbonisation).

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.

[Click Here to read the full article](#)



### FEATURE:

**STATE OF ELECTRIC TRUCKS IN AUSTRALIA**



**State of Electric Trucks in Australia**

Two landmark reports detail the latest trends and challenges for electric truck uptake around the country: the Electric Vehicle Council's annual *State of Electric Vehicles 2025* and MOVEMENT's inaugural *Electric Truck Report 2025*.

**EVC: State of EVs 2025 report**

**Passenger vehicles charge ahead whilst trucks trail behind**

At over 100 pages, the EV Council's *State of EVs 2025* report is firmly focused on electric passenger vehicles, where sales were up close to a quarter, or approximately 75,000 in the first six months of 2025 compared to the same period in 2024. It does however offer a brief comparison of progress towards freight electrification over a dozen pages across the report, but the reality is stark. While electric passenger vehicles now account for 12.3% of all new sales, electric trucks are only 0.3% and electric vans are 1.5% of new sales.

**Electric trucks supported across states at different rates**

EVC has for the first time provided a more detailed policy scorecard for freight vehicles that assesses Federal and state governments on EV strategy, incentives, fleet turnover strategy, and electric truck road access. Little has changed for state governments but Victoria, NSW, and the ACT appear to be most progressed (see callout box) with all other states including Queensland found to be lacking (6.1 out of 10).

**Has AI State Government Electric Truck Policy and Programs**

**NatRoad Electric Vehicle Fleets Initiative** has gains up to \$10,000 per vehicle to transition to EVs (including light trucks up to 4.5 GVM). Optional funding for smart chargers was also available. The latest round closed on 30 June 2025 but watch for more rounds.

**ACT's Global Zero-Emission Commitment** is aiming for 100% zero-emission truck sales by 2040. They are the first state government in Australia to sign joining 40 countries.

**Victoria's Freight Sector Innovation Fund** will provide \$8 million over two years to support small and medium freight operators in adopting low-emission vehicles. The Port of Melbourne is central to the planned rollout.

The EVC has posed a range of questions in its report that assess government approaches to supporting electric trucks. It also advocates for GST-exemptions for electric trucks as well as financial incentives to reduce capital costs. It notes that electric trucks and vans can be profitable for many smaller operators yet "complete grant applications and lengthy timelines effectively exclude resource-constrained SMEs".

[Click Here to read the full article](#)



### FEATURE:

**WAYPOINT TO NET ZERO**



**Waypoint to Net Zero**

Australia's 2025 emissions target was announced in September along with sectoral emissions reduction plans. From 1st 2025, we get into the *Transport & Infrastructure Net Zero Roadmap and Action Plan* to see what it means for logistics companies.

**Is there a road to net zero for logistics?**

Transport accounts for 22% of Australia's national emissions. Total transport emissions are projected to fall from 100 million tonnes of CO<sub>2</sub>-equivalent in 2025 to 36 million tonnes by mid-century. But the road to net zero for logistics is still under construction.

Despite momentum in reducing transport emissions with low and zero-emission passenger cars, Australia's logistics sector remains on a slow path and will not reach zero emissions. The proposed economy-wide 42-70% reduction in emissions by 2035, relative to 2005 levels, largely sidesteps commercial transport. According to projections, commercial transport emissions will continue to rise for a few years but could halve by 2050 (see opposite).

The sector's sluggish pace of decarbonisation is largely attributed to its current heavy reliance on diesel, shifting to Low Carbon Liquid Fuels (LCLFs) in future. According to the government's paper, electrification of heavy transport remains challenging and economically constrained, leaving few viable alternatives in the near term.

**Five takeaways for logistics fleets**

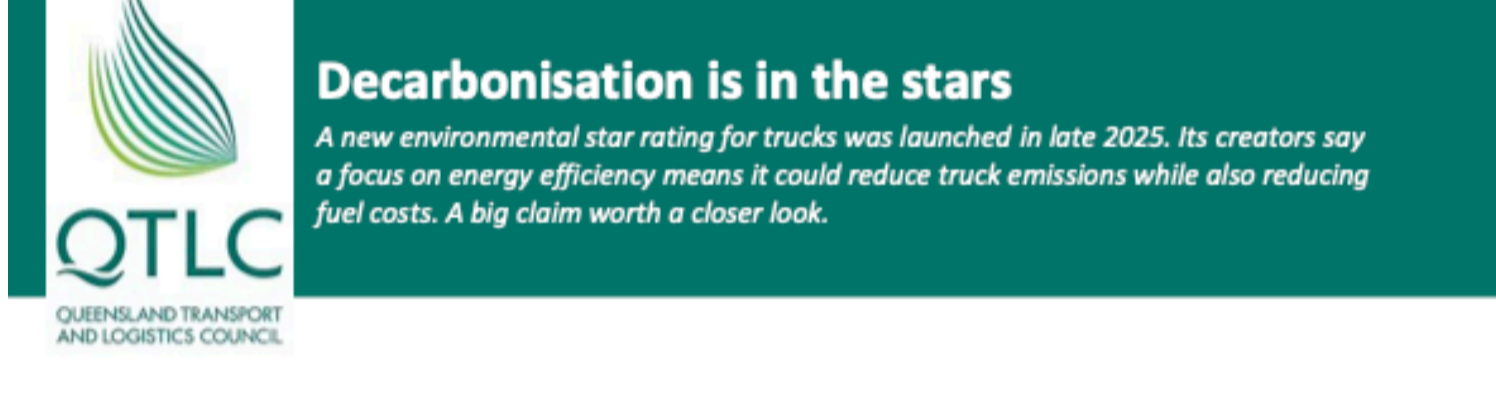
- 1. **Don't just electrify...** Fleets also need more efficient vehicles.
- 2. **Electrification of rigid trucks works now**, but low carbon fuels may be needed.
- 3. **Depot charging is important** if national/fast charging for trucks takes a decade.
- 4. **The risk is that transport will become the largest source of emissions by 2030.**
- 5. **The challenge is transport activity levels will increase more than 50% by 2050.**

[Click Here to read the full article](#)



### FEATURE:

**SMART TRUCK RATING**



**Decarbonisation is in the stars**

A new environmental star rating for trucks was launched in late 2022. Its creators say it focus on energy efficiency means it could reduce truck emissions while also reducing fuel costs. A big claim worth a closer look.

**Simplifying emissions as trucking gets more complex**

Real freight fleets face more challenges, from rising costs and driver shortages to increasing regulation and uncertainty about new technologies and suppliers. Environmental pressures compound these challenges: pollution standards drive up the cost of diesel trucks, electric trucks cost 2-3 times as much as a diesel truck, and mandatory emissions reporting is adding work and cost to more parts of the supply chain.

The **Smart Truck Rating** was developed to ease both the environmental and the financial pressures on fleet operations – reducing pressure on fuel costs while also offering a path to cost-effective emissions reductions. By covering the whole spectrum of emissions pathways including efficiency, the star rating can help fleets today while most policies like the Net Zero Plan miss the mark by prioritising future fuel only.

**Filling the information gap**

Developed by FFEH program partners MOVEMENT, there is now an online tool that anyone can use to score a truck out of 6 stars ([www.environmentalstar.com.au](http://www.environmentalstar.com.au)). The site also provides tailored recommendations for improving a truck's rating, or when buying new fleet.

Managing Director Mark Gjerek explains why it's needed: "Until now, there hasn't been a standard way to compare efficiency or CO<sub>2</sub> emissions from trucks. No regulations, no standard test, no checks, no rating. With fleets spending 20-30% of their operating costs on fuel, that's not good enough. They need better information, which is the main reason we developed this rating."

The rating doesn't consider truck brands or models and looks beyond just the fuel type (powertrain). Scores are based on features that reduce energy use & emissions – things like zero km/h, efficient tyre selection.

**Stepping stones to improve the fleet**

Electric trucks naturally rate highly. But focusing on efficiency features means that even diesel trucks can score well if optimized for their application. There just hasn't been a way to recognize that, until now. The 6-star level helps fleet managers and freight customers to assess their current performance and plan simple improvements, even if an electric truck isn't yet available or viable in their segment. As Mark says, "At last, freight customers like retailers and manufacturers have a simple, common language to use with fleets. It's a game-changer for the supply chain, helping plan improvements up the star levels rather than one big, risky jump."

[Click Here to read the full article](#)

## News & Resources

- Keep up to date with the latest thought leadership with a selection of what we've been
- The Australian Renewable Energy Agency (ARENA) awarded \$12.3 million to build the country's **first dedicated electric truck charging hub in Laverton North**, Melbourne. The hub will be operated by Mondo and feature 14 dual-plug chargers and support trials of 20 heavy battery-electric trucks.
  - Eastern dedicated charging stations for electric trucks are in Sydney at Eastern Creek (**Ampcharge**) and in Geelong (**Viva Energy**). C'mon Queensland!
  - Australia Post purchased its **first heavy duty electric truck** and committed to trial 5 million litres of Renewable Diesel (R10) for delivery vehicles at Redbank in Queensland.
  - HVIA just published its **Guidelines for on-road trials of powered trailers**. This important step could **expand decarbonisation strategies beyond just the truck/prime mover** by including trailers in the energy equation.
  - Overseas, WattHub has opened the **Netherlands' largest public heavy-duty fast-charging site** with 30 x 400 kW chargers at the Port of Rotterdam.
  - Bickner Trucking in Canada improved its new fleet fuel economy by 25% via a **suite of productivity and efficiency measures** on their "Super-B" tankers. Improvements include engine and drivetrain down-speeding, customised/lightweight trailers, aerodynamic fairings across the whole combination, wheel covers, and reducing engine power at cruise speeds. A fascinating example of reducing energy losses to achieve not just better fuel economy but maintenance savings, longer service life, and driver rewards.

## Upcoming Events

- Get out your diary!
- Check out these fleet focused events scheduled early in 2026
- **24-26 March: IPIVIA Fleet Conference**, themed "Driving Innovation", explores emission reduction, fleet technology and industry trends. (Brisbane)
  - **4-7 May: ACT Expo** claims to be the largest technology fleet show with dozens of fleets that have developed zero-emission trucks and new engine technologies to improve efficiency, boost performance, and reduce costs and emissions. (Las Vegas, USA)
  - **18-19 May: TrucksShowX**, presented by HVIA and themed "Driving the Future", will present a two-day technical program from leading manufacturers and cutting-edge technology providers. (Hunter Valley, NSW)
  - **19-29 May: 2026 Australian Fleet Education & Leadership Summit** – covers all aspects of fleet management, including procurement, maintenance, and efforts towards emissions reduction with a focus on the government (Sydney)

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