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March Update

A word from the CEO

Minister for Energy, Renewables and Hydrogen Mick de Brenni announced in Parliament today that Professor Peta Ashworth OAM would lead a seven-member expert taskforce to fast track the establishment of a sustainable hydrogen supply chain.

The primary role of the Hydrogen Taskforce will be to engage with industry across the supply chain to help accelerate the growth of the hydrogen sector in Queensland. One of the first tasks will be to assess Queensland's hydrogen supply chains and prepare a plan that provides a clear line of sight to a sustainable hydrogen industry.

QTLC has been exploring opportunities to progress the hydrogen supply chain including developing projects (to be announced soon), engaging with industry, and creating H2Q Queensland's Hydrogen Industry Cluster. The opportunity for freight transport to transition to hydrogen is considerable and with your help, I hope to bring transport sector considerations to the Taskforce table for inclusion in the hydrogen planning process.

Hydrogen Taskforce members include:

Chair:

- Professor Peta Ashworth (OAM), Director N. Liveris Academy for Innovation and Leadership, University of Queensland

Members

- Professor Ian Mackinnon Professor Science and Engineering Faculty, School and Earth & Atmospheric Sciences, Queensland University of Technology
- Ms Vanessa Sullivan, Director, Sunwater
- Ms Renata Berglas, CEO, Queensland Transport Logistics Council
- Ms Toni Power, Queensland's Coordinator-General.
- Mr Paul Martyn, Chief Executive Officer, Trade and Investment Queensland
- Mr James Purtill, Director-General, Department of Energy and Public Works

Further information <https://statements.qld.gov.au/statements/91665>

Renata Berglas CEO QTLC

Government Initiatives



Australian Government - Future Fuels Strategy

The [Future Fuel Strategy](#) currently out for consultation lays out the Government's plans for electric vehicles (EV) and alternative fuel vehicle infrastructure and policy. The strategy is backed by a \$74.5 million Future Fuels Fund primarily aimed at providing for refueling/charging infrastructure, and the provision of information to consumers on their options through a Green Vehicle Guide. The strategy follows a similar theme to the Technology Investment Roadmap and other policies creating a consistent message that the Government believes the supply of technology will meet consumer expectations and consumers will address emissions reduction of their own volition.

Read more [here](#)

There is also a provision of \$25 million for a freight-specific energy productivity program, to be developed following consultation on the Future Fuel Strategy. If you have ideas and would like to contribute to the QTLC submission please get in contact. This could help shape the Freight Plan.

An additional resource for consideration is the [Australian Alliance for Energy Productivity](#) whose [Roadmap to accelerate energy productivity in freight transport by 2030](#) provides opportunities to reduce operating costs and air pollution.

Interesting reads



Hydrogen Powered Truck Innovation

Hyundai Trucks is looking to develop a new fuel cell stack that is capable of producing 200 kW of power, and then fitting two of these in each truck. This produces a final power output of 350 kW of power altogether, which equates to 475 hp. This would be plenty of power for the part of the truck market in which Hyundai currently plays.

Hyundai is working on getting to the point where fuel cell trucks are comparable to diesel fuel trucks by 2023 or 2024. This is only just around the corner.



Why Hydrogen Will Never Be The Future Of Electric Cars

It is always good to look at the alternative viewpoint and this article argues the electric car is outperforming and outselling the hydrogen.

By the end of 2019, only 7,500 hydrogen cars had been sold around the world. But by the end of 2018, there were already over 5 million plug-in electric vehicles (PEVs) globally, and sales have been accelerating considerably since then.



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Our mailing address is:
Queensland Transport and Logistics Council
1 Eagle Street, Brisbane, QLD 4000

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