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July Update

A word from the CEO

This will be my last newsletter as QTLIC CEO and I would like to thank you all for your support, and advice along the way.

When I started in the role at QTLIC the consultation on the Heavy Vehicle National Legislation (HVNL) was underway. The NTC promised a radical shift in policy, a once-in-a-decade opportunity. A simpler more coherent piece of legislation that accommodated industry requirements from the big operators to the very small. Many of you contributed to QTLIC's submissions into the process around fatigue management and access arrangements. The HVNL Regulatory Impact Statement consultation followed and now we will have to wait and see if radical change is possible or if the more likely incremental change will occur.

The National Road User study, utilising up to 1000 vehicles in different operating environments to test a system of distance charging was announced in 2018. QTLIC members were updated on the program at my first member meeting and some of you probably offered to participate. This project has dropped off since the COVID-19 pandemic sucked the oxygen out of this, and many other policy debates. In the interim the assessment of the road infrastructure and how to proportion the charges received with the infrastructure that requires maintenance continues. Both the supply side and demand side issues will need to be resolved before this policy debate can be progressed into legislation.

The Operational Industry Sub Committee (OISC) initially formed to address issues with oversized over mass agricultural vehicles held its final meeting in 2020 after achieving many of its goals. Regulatory burden and inefficiency in permit arrangements remain an issue for the industry but these will now be addressed on an application by application basis. Chair and QTLIC Director Andrew Rankine said he was pleased with the development and implementation of several OISC policies including the Heavy Vehicle Action Plan and the extension of oversized over mass access permits from three to twelve months. He hopes the QTLIC will continue where OISC left off and provide a platform for industry collaboration on supply chain efficiencies.

The pandemic sharpened all levels of government's focus on the value of maintaining well-functioning supply chains. Curfews and other impediments previously unchangeable were temporarily removed. The continuation of these open policies could depend on community acceptance of freight and the value placed on the industry as a critical enabler of the economy.

Queensland June 2021 Budget Highlights for the freight sector

- [Road investment](#) continues to grow \$27.5 billion committed to the four-year Q-Trip road and transport investment plan. QTLIC will work with TMR on the North Queensland Regional Freight Plan in the coming months.
- Rail investment focuses on passenger services with \$5.4 billion for Cross River Rail and \$1.044 billion for Gold Coast light rail.
- Coastal Shipping was allocated \$21 million in the last budget and work is underway to make this a reality.
- The big-ticket item is the announcement of a \$2 billion towards a new Renewable Energy and Hydrogen Jobs Fund to stimulate government-owned corporations to parent and invest in renewable energy projects in the state.

Keep in touch,
Renata Berglas

QTLIC Projects



Demand Assessment for Zero-Emission Vehicles

QTLIC has partnered with the team at [Mov3ment](#) to analyse and describe the market potential of zero-emissions (ZE) trucks in Australia to 2025. Mov3ment has a wealth of experience providing evidence based advice, measuring vehicle emissions, and providing efficiency ratings for heavy vehicle fleet operators.

The analysis will consider the technical, commercial, and emotional elements of fleet purchasing strategy and the transition to zero emissions fleets. The results should provide insight into the following areas:

- Background to why zero-emissions trucks are coming to the market and why they are needed.
- The segments of the truck industry where ZE trucks are likely to see early adopter applications and "sweet spots".
- Who is expected to be buying ZE trucks, why, when and the triggers to adoption?
- A gap analysis between fleet perceptions and reality to quantify the barriers that exist.
- What could be done with policy and industry support to address the barriers and expedite the transition of truck fleets to ZE models.

The analysis will consider the influence of customers of freight services, the financial impact and corporate social responsibility drivers for change.

If you are interested in contributing, please contact ceo@qtlc.com.au

Transporting Hydrogen on Rail

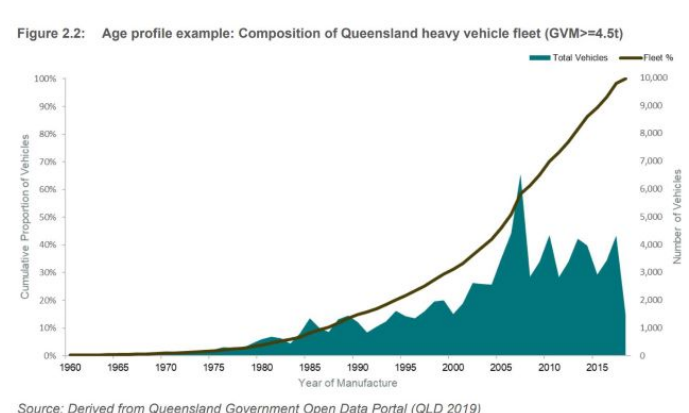
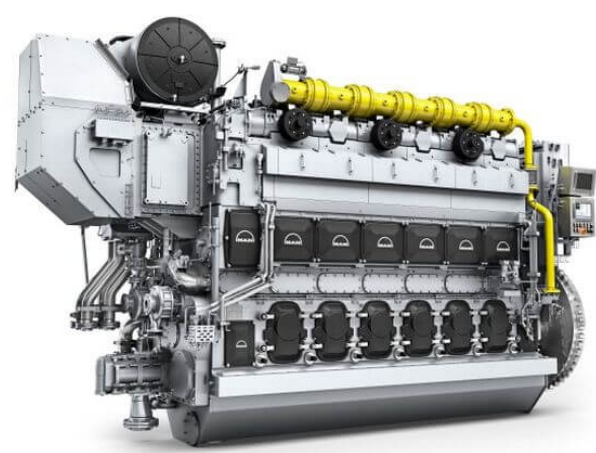
QTLIC and [H2Q Queensland Hydrogen Industry Cluster](#) were successful in their application for the Inland Rail Productivity Enhancement Program second-round funding. The Department of Infrastructure, Transport, Regional Development, and Communications commissioned EY and Nine Square to work with successful applicants to develop a feasibility study with the aim of progressing to a full business case.

QTLIC aims to investigate the role rail will play in distributing hydrogen to meet domestic fuel demand. The Inland Rail project allows us to test the hypothesis.

- Are there customers along the rail line including intermodal facilities where hydrogen could be distributed to and used as a fuel for heavy vehicles?
- Is it economically viable to produce hydrogen in Toowoomba utilising local renewable energy and transporting it via rail to intermodal facilities along the rail corridor?
- What volume of product needs to be moved to make this a viable option?
- What are the differences in road v rail?

Please reach out if you are interested in participating in this project ceo@qtlc.com.au

Interesting reads



Options for Managing the Impacts of Aged Heavy Vehicles

This report investigates policy options for reducing the harmful effects of the oldest trucks operating on Australian and New Zealand roads.

Aged trucks impose a financial burden on the community through their effects on human health and the environment. This study analysed the contribution of aged trucks in two of these areas: their representation in casualty crashes, and their contribution to pollution-related health costs. The analysis focused on heavy vehicles above 4.5 tonnes GVM used in freight transport.

The research identified measures that have been effective in other jurisdictions to influence the use of older trucks. It assessed these options for their likely effectiveness in Australia and New Zealand. The methodology included a literature review, consultation with government and industry, and an options analysis to prioritise suitable measures.

Shipping News

The shipping sector is taking a very [progressive approach](#) to reducing emissions and maintaining the industry's viability. This could be seen as surprising given the sector has ~70,000 ships globally consuming m300Tons fuel p.a. accounting for around 3% of global emissions. Shipping is a hard-to-abate sector requiring trillions of dollars to transition to a zero-emissions future. Yet the sector is calling for change starting with the largest shipper Maersk and its proposal for a [\\$150 tonne carbon tax](#) to level the playing field, and enabling alternative zero-emissions fuels to evolve. The carbon tax proposal is one in a long line of policy options Maersk has put forward to curb emissions.

[Man Energy](#), the company that provides the two-stroke motors for many vessels is developing ammonia-powered motors which they think will be ready for use by 2025 (engine pictured). Green ammonia utilises green hydrogen and nitrogen from the atmosphere to make a viable fuel source for future shipping. Singapore is aiming to be the leader in green ammonia bunkering

Singapore, the world's largest bunkering port, is [undertaking several initiatives to promote cleaner fuels at its facilities](#) including undertaking studies into the end-to-end green ammonia supply chain. Should Queensland consider following and provide ammonia bunkering to attract a greater variety of vessels to our ports?

In Australia, the [Asian Renewable Energy Hub](#) is developing a project in the Pilbara to supply green ammonia for 1/10th of the world's shipping needs at full production. The Port of Townsville and Gladstone are gearing up to support Queensland hydrogen export ideals. There are many difficult to answer questions and issues but it is clear the industry is growing much faster than expected.



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Our mailing address is:
Queensland Transport and Logistics Council
310 Edward Street, Brisbane, QLD 4000

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