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## February 2022 Newsletter

### A word from our CEO



Hello!

Several months ago I took the reins from Renata Berglas when she left QTLC to join ARRB as National Strategic Workshop Leader in Mobility Futures – congratulations, Renata.

The fantastic news for QTLC Members is that Renata kicked off some very exciting projects which we aim to finalise and share with you all soon.

2022 thus far reminds us all of the fragile nature of some of our just-in-time logistics chains and the fact that at the heart of it are a workforce whose health and safety is paramount. Already we are being approached by sectors looking to better understand the potential risks in their chains and how they can improve them. We are currently considering how best we can assist with these studies.

So that we can keep Membership abreast of what we are doing as well as opportunities in the sector, please ensure your contact details are up to date through the following link. <https://www.qtlc.com.au/board-and-governance/members/>

Lauren

### AGM/Members Meeting Highlights

QTLC held our Annual General Meeting (AGM) in conjunction with a Members' Meeting on 18<sup>th</sup> January, with a range of key speakers from government, consultants and the research sector. Covid outbreaks meant that the meeting was conducted in a fully online basis however the Board and I are committed to meeting in person for another Members Meeting as soon as possible given we missed out on the usual informal discussion and conversation that we know is important in sharing ideas and issues.

Of note from the AGM, our audited financials were passed without dissent, auditor Wayne Wessels was reappointed and a successful resolution was moved supporting Director-General (DG) of Queensland Transport and Main Roads Neil Scales onto the QTLC Board. Neil joins as an individual with an incredibly wide remit and knowledge across transport areas rather than in his capacity as DG. It will be fantastic to use his skills and passion for QTLC members.



#### Members Meeting 11.30am

Welcome, Minutes and Actions	Neil Findlay, QTLC
2022 and beyond	Neil Scales, DG TMR
Department of Transport and Main Roads	
Queensland Freight Action Plan	Russell Hoeld, TMR
Department of Transport and Main Roads	
Embargoed Project Brief	Mark Giersek, Mov3ment
Addressing barriers to Zero Emission Trucks in Queensland to 2025	
The Future of TraNSIT	Andrew Higgins, CSIRO
Where and how is it best being utilised	
General Business	All

### QTLC Projects

#### Zero Emission Trucks

It was great to provide Membership with a sneak peak of the Zero Emission Truck report which QTLC is close to being released. Consultants Mov3ment have done a fantastic report on a piece of work which considers the current market for ZE trucks in Australia, the market potential to 2025, and the factors that are constraining growth as well as those that would enable it. The analysis considers the technical, economic, and cultural elements associated with purchasing ZE trucks. It also considers the influence of freight customers and corporate social responsibility drivers for change.

It came up with some similar findings that the recent ATA/EV Council report found (noted later) however importantly it identified the sweet spots for fleets now and scoped two 'accelerator' projects to transition and demonstrate ZE trucks in action in Queensland. They are prioritised to directly address the confidence barriers that the freight industry faces. One of these looks at setting up large Queensland transport hubs as ZE transport accelerators for early adopters and leader fleets. Demonstrating the technology in action, collecting data and linking participants has been one of the best tools to build confidence for decision makers. To this end, I have been in discussions with some of Queensland's large transport hubs for light rigid vehicles to discuss how they can play a role. If this is something of interest to you, please contact me.

#### Hydrogen on Rail Project

QTLC's project investigating the opportunities associated with the demand and markets for transporting liquid hydrogen and compressed gaseous hydrogen by rail and specifically, the impacts of this opportunity for Inland Rail has progressed. The last month saw discussions with State and Federal regulators, rail operators and other freight operators and precincts.

The demand assessment is considering what the transportation task would be given production from a 10 MW electrolyser. This has provided information on the number of containers required, how these might be stored and handed and the scale of the facility required for the selected production level. This information is of use for future hydrogen projects as a framework for analysing the potential freight task associated with hydrogen project.

The final report is expected to be finalised early 2022 and is the first of its kind considering hydrogen transportation on rail.

### Great Reads



#### ATA/EV Council Report

If you haven't read it yet, the joint report recently published by the Australian Trucking Association and the EV Council makes for an interesting read. Not surprisingly, the report outlines financial incentives, charging infrastructure and amending Australian design rules for trucks as key but also suggests setting sales goals of 30pc by 2030 and 100pc by 2050.

The question remains – are the key people listening and are they capable of working together to coordinate the actions required to enable this much needed transition? QTLC's limited experience in this space suggests a dire need for a coordination role in amongst the jostling of OEMs, political uncertainty on the issue and fleet purchasing managers' cautious nature. Do you have a view on who the important task of enacting and coordinating this should come to fruition? If so, please contact me.

<https://electricvehiclecouncil.com.au/reports/electric-trucks-keeping-shelves-stocked-in-a-net-zero-world/>

#### New Public Dashboard for TraNSIT

Late last year, CSIRO released a new publically available dashboard for TraNSIT focussing on supply chains. If you haven't played around with it you're really missing out:

<https://benchmark.transit.csiro.au/>

### Events & Opportunities

#### ARENA Future Fuels Grants

The next round of ARENA funding is expected early this year. The last round was \$16.5M of \$70M total (so roughly a quarter). But the total pool has now been expanded to \$200M so it is anyone's guess how large next round will be. What is sure is that it is the right time to scope your proposals for this next expanded round which will include infrastructure for business fleets, new technologies for long-distance and heavy vehicles and public charging and hydrogen refuelling stations.

More info here: <https://arena.gov.au/funding/future-fuels-fund/>

#### Backing Queensland Maritime Jobs: market sounding invitation open

If you missed the last state election commitments, the Queensland Government prioritised a program related to 'Backing Queensland Maritime Jobs' in an effort to revitalise and strengthen coastal shipping and create sustainable maritime jobs in Queensland. The aim is to improve Queensland's economic and logistical resilience and reduce its reliance on foreign flagged vessels and associated risks to the State's supply lines through committing to funding for a two-year period and aims to create 40 ongoing maritime jobs.

If you want to know more about the program, go to QTenders - [display.MSQ21073](https://display.MSQ21073) (<http://www.qld.gov.au>). The market sounding will be live until 9 February, 2022.

#### Queensland Freight Action Plan

The Queensland Freight Action Plan (QFAP) is a rolling two-year action plan actioning items in the Queensland Freight Strategy. Queensland Transport and Main Roads has committed to the next iteration of QFAP (spanning 2023-2025) and has kicked off with a survey open til 31 March, 2022.

See here to participate: <https://www.yoursay-projects.tmr.qld.gov.au/queensland-freight-action-plan>

QTLC made comment on the review during a workshop in December, highlighting the important role that the plan could play if the included progress towards the actions were publicly reported on and shared – thereby enabling freight operators to invest with confidence.



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