

View this email in your browser



www.qtlc.com.au

## Newsletter June 2022

### CEO Thoughts

(2 min read)



Muhammad Ali said that 'Action is the foundational key to all success'. And transport businesses in the last two years have been a hive of activity. Dealing with labour shortages, supply chain issues, cost escalations and more. Succeeding, despite all obstructions. So its undoubtedly hard for some to get excited about and take time out to put into strategic plans, analysing the political statements and responding to the many inquiries that have been instigated to look at said obstructions. But to do so does an injustice to these important processes.

Having been recently involved with a recent Australian Trucking Association's event and sitting on the Australasian Rail Association's Freight Committee, I can vouch for their enthusiasm and unshamed desire to listen to and represent all of industry. At the same time, having participated in TMR's recent Queensland Freight Action Plan (QFAP) workshops, they too are keen to hear from and act on the concerns from industry. But industry must speak.

As a new Federal Government and Cabinet is sworn in, industry groups and businesses will be essential in positioning industry for the projected growth in Australia's freight volumes of 60pc by 2040. From their pre-election statements, the Albanese government will make a range of decisions impacting on Queensland transport and logistics businesses, including:

- Appointment of a Taskforce to guide it on the establishment of an Independent Strategic Fleet to secure ongoing access to fuel supplies and other essential goods.
- Signalling a desire to drive modal shift from road to rail.
- An overhaul of the infrastructure body providing advice to politicians on what to build.
- (Another) review on Inland Rail apparently focussing on route selection and financing arrangements.
- An accelerated transition to net zero. Details on their proposed review to the safeguard mechanism aren't public yet, but given the heavy lifting being done across other sectors to date, particularly in the energy sector, it is fair to think that transport and industrial sectors are forecast to come into the spotlight sooner rather than later.
- Building skills to address current shortages and future needs

There's a lot going on. And sometimes no right answers. But if we take the time to think, talk and collaborate, the future will be a whole lot better. I urge you to get involved. Whether it's through QTLC (by phoning or emailing me what you want done), getting involved in your industry group or taking time out to map out how a better future looks. We need business to not just take that action Ali spoke about within their own businesses, but also shape bigger processes around them through collaboration.

### Industry Updates

#### TMR Bridges Restriction update for Cranes

Last week the Department of Transport and Main Roads (TMR) announced the review of access regimes for IAP1 and IAP2 cranes – with an aim of reducing single trip permits. A list of the 30 top restricted structures accessed by the crane industry were reassessed against design capacity, current condition, volume of movements and specific crane types.

TMR subsequently announced that an additional 9 of the top 30 structures have become unrestricted and will no longer require single trip permits for IAP 1 cranes. An additional 14 of the top 30 structures for IAP 2 cranes have also become unrestricted and will no longer require single trip permits. These structures can now be accessed under existing 3-year permits and used for multiple trips during that period. The remaining (approximately 100) restricted structures will be reassessed as applications come into TMR. Over time, this may result in further structures available for access under industry's 3-year multiple trip permits.

At the time of writing, no further info on the forward process is known. QTLC has requested more information from TMR on this and will share it when available.

#### Class 1 OSOM Vehicles (Low Loaders & Heavy Load Platforms) Access Arrangements

There's been some talk about the implementation of different telematics solutions in Queensland given their expense. At the time of writing, we are aware that TMR is close to starting consulting on a review to the Class 1 Access regime for Queensland. The project will be taking into consideration what we know about Queensland structures.

The use of telematics (both in vehicle and on road) will be a consideration of the project and they are keen to stress that no decision on approach has been made. This project will provide further background on the current condition of structures across the state and the impacts to this class of vehicle moving forward.

I'm also aware that there has been some approaches made to use Telematics Monitoring Application (TMA) in Queensland as a flexible, cost-effective approach to managing vehicle access using telematics. The argument goes that TMA manages the same parameters as the IAP of location, time and identity and is working well in NSW, Victoria and other jurisdictions and allowing productivity improvements at low cost to operators whilst delivering regulatory compliance for government.

Hopefully the launch of TMR's review will air all the pro's and con's in open consultation for all to consider. We'll let you know when the consultation kicks off.

#### Qld Freight Action Plan

Last month, I assisted TMR in the Queensland Freight Action Plan (QFAP) workshops – thank you to all the people that gave their time up to participate. The next iteration of QFAP commences 2023 and runs for two years. TMR is keen that it picks up the learnings of the last two tumultuous years and so is industry. What I heard overwhelmingly from industry during the workshops was:

- The overwhelming need to get more freight on rail given projected volume increases (and of course the associated need to upgrade existing rail infrastructure in Queensland.) While the significant investment in the Bruce was noted, many cited concerns that the adjacent north coast line didn't attract similar investment. Notably, even road users on the workshops were hard-pressed to refute further investment into rail.
- The need for increased transparency and understanding of the State and Federal government's infrastructure investment criteria and process.
- The critical role of existing partnerships and communication forums during the COVID and how we need to continue to invest in and strengthen these relationships.
- The significant concerns held by many regarding the lack of connection of Inland Rail to a port.
- The critical role that government can play in boosting logistics efficiency through incentive schemes - such as the [Fremantle Container Rail Subsidy](#) and the [Victorian Freight Action Plan's Mode Shift Incentive Scheme](#) which aims to reduce congestion at the Port of Melbourne.
- The need for industry to get regular updates on QFAP so they can make investment and/or pivot accordingly.
- The costs and delays associated with current labour shortages and the need think anew here.

TMR is aiming to close consultation on QFAP shortly with a view to finalising the final document in August this year. QTLC has suggested that given the length of and resources taken to redraft the plan and the significance it holds, a four-year plan may represent a better alternative. We'll keep you posted on the progress of the plan but if you haven't had your say yet go to <https://www.yoursay-projects.tmr.qld.gov.au/queensland-freight-action-plan>

#### National Heavy Vehicle Charging Pilot Trials – update

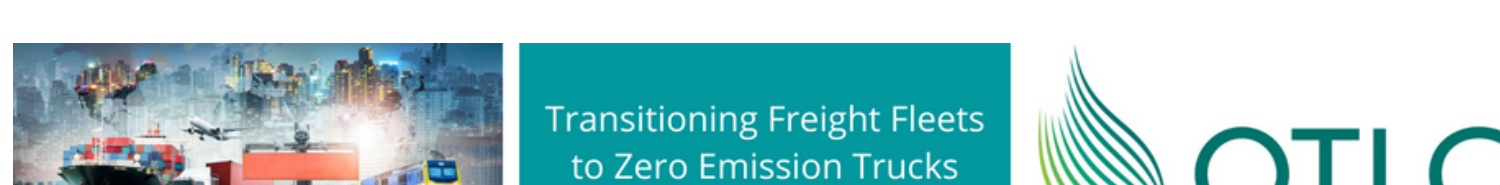
QTLC have also been talking to Infrastructure Australia about the next phase of their National Heavy Vehicle Charging Pilot which have hit the road. The pilot is to test alternative charges to the current PAYGO -fuel excise and State and Territory based registration charges.

This year, they are launching Phase 2- charging using hubodometers and Phase 3 – charging using Telematics. Running over a period of 18 months, these next on-road trials will include up to 100 businesses and over 2000 vehicles in every state and territory across Australia.

They're seeking more participant fleets. If you participate you'll get hubodometers and/or telematics systems, including potential dynamic mass measurement devices, for the life of the trials and get to provide the department feedback on how potential charges would affect you as a heavy vehicle operator. Infrastructure Australia are keen to stress that no decisions have been made to change the way heavy vehicle road user charges are currently collected.

If you'd like to get involved you can call them on 1800 065 113, alternatively you can monitor their progress on [www.infrastructure.gov.au/transport/hvca](http://www.infrastructure.gov.au/transport/hvca)

### Announcement



#### Future Freight Energy Hubs

Last week we announced a webinar for freight hubs and precincts in Queensland to get more information and funding for their transition to zero emissions (ZE). You might remember that in February, [QTLC released a paper on the barriers to ZE trucks](#). That report identified freight hubs and precincts as key enablers and accelerators of the transition. Our next step is to help precinct owners/managers to be the catalyst for their associated tenants and fleets partners.

We've pulled together a fantastic line up of overseas speakers who are well-progressed in the ZE freight journey, including CALSTART's VP Bill van Amburg and Port of Long Beach's Heather Tomley. During the webinar, I'll be providing details on QTLC's funding available to freight hubs to conduct needs analysis and information for their tenants and fleet partners. If you are a freight hub and didn't receive your invite to the webinar please shoot me an email [lauren@qtlc.com.au](mailto:lauren@qtlc.com.au)

Are you a Queensland freight hub wondering how and when the transition to zero emission trucks will affect you?

Join QTLC Thursday 16th June at 0900 to hear from experts and precinct managers about their journey.

You'll also find out about QTLC's new support program to help precincts like yours get ready for the clean energy fleets of the future.

**Heather Tomley**  
Port of Long Beach

**Bill Van Amburg**  
CALSTART

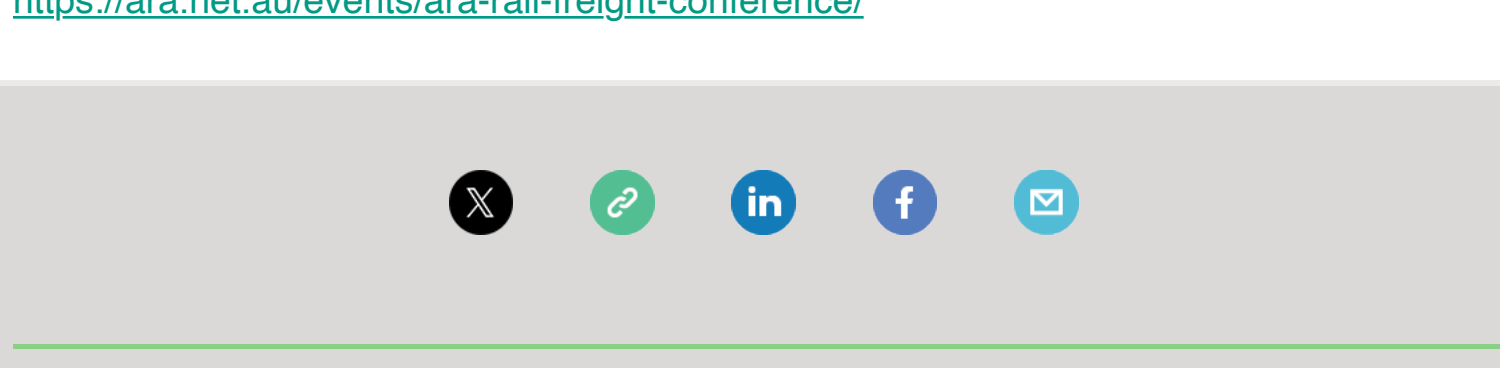
**Geoffrey Eder**  
ARENA

**Lauren Hewitt**  
QTLC

**Mark Gjerek**  
MOVEMENT

### What's On

- MegaTRANS**  
Melbourne, 24-26 August, 2022  
<https://www.megatrans.com.au>
- ITS Summit**  
Brisbane, 16-18 August, 2022  
<https://its-australia.com.au/events/summit-2022/>
- H2Q – Hydrogen Connect Summit**  
Brisbane, 6-9 September, 2022  
<https://h2q.com.au/wp-content/uploads/2022/05/H2q-Events-Calendar-2022-4.pdf>
- Smart Logistics Conference - Future of Freight**  
Toowoomba, 11-12 October, 2022  
[Toowoomba and Surat Basin Enterprise](#)
- Australasian Railway Association's Rail Freight Conference**  
Brisbane, 19-21 October, 2022  
<https://ara.net.au/events/ara-rail-freight-conference/>



Copyright © 2022 Queensland Transport and Logistics Council, all rights reserved.

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

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).