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Newsletter, January 2023



Welcome to 2023!

Given the strange nature of last year - major world conflicts, crazy weather, strikes and more COVID-related issues - 2023 could be a little hard to predict.

One thing is certain - businesses, and particularly the transport sector will continue to re-adjust and map around whatever factors come their way. Something they should be proud of. If you listen to the analysts, 2023 will hopefully see some of the easing of some production shortages associated with the prolonged Chinese Covid lockdown, interest rates may peak a but where inflation and the labour market goes no one quite knows for sure.

What's for sure is that Queensland's commodities will continue to be in significant demand whilst the war in the Ukraine continues, and all in the supply chain will be focused on getting exports out at the current high prices. Both producers and consumers of these commodities, be they grains, coal or other commodities cannot afford delays or stoppages.

The task of analysing (and re-analysing) operations, modes, routes and costs is paramount. Also as important is the decisions associated with infrastructure. 2023 promises more of these deliberations and QTLC is looking forward to discussing, debating and collecting info from you so that we can help inform these decisions. We cannot afford to get it wrong.

I'm looking forward to working with you in the year ahead.
Lauren



Safe Driving Campaign

It's timely that TMR have released a new campaign targeting drink driving in Queensland.

Sadly in 2021 in Queensland

- 64 people lost their lives to drink driving
- 890 people were hospitalised to drink driving (11.3% of all people hospitalised in road crashes)

Already this year 37 lives were lost from drink driving related crashes. Drink driving related road trauma has continued to increase over the past few years with the number of lives lost on Queensland roads trending towards the highest it has been in a decade.

My first encounter with the effects of drink driving was as a young child driving back from my school awards presentation on a warm December night. My friend, who'd picked up nearly every academic award possible that night was travelling ahead of us. Her mum (who had seven other children) was driving her home. She lost her life when a young man who'd been at a Christmas function drinking all day crashed head on into their family van. The decisions made by that man on that day had a devastating effect on every one of those family members and continues to shape their lives today. It should not have happened.

As a community, all Queenslanders need to work together to make our roads safer. StreetSmarts is an education platform where you can learn more about road safety and help make a difference. It's for everyone, because the truth is, no matter how good we think we are at using the roads, we can always get better at it.

[Please take the time to read how you can prevent an accident](#)

Review on Inland Rail

Dr Kerry Schott's review on Inland Rail is being awaited with a significant degree of interest, in particular the decision regarding terminal locations and connections to the Ports. Interestingly, in every report that I've heard from groups that met with her during the review process, all have sung her praises and capability, backing her ability to make the right decision.

While alignment decisions don't seem to be on the table barring some minor tweaks, for Queensland the right terminal location is imperative if we are to enjoy the full benefits of the project. Most in the industry (that I speak to) seem to be backing Ebenezer as the most likely multimodal site which would then require a set of connections through the passenger networks where double stacking wouldn't work. Perhaps this won't be the case.

We understand that Kerry submitted her report to Government just prior to Christmas, though its release isn't likely until early 2023.



Revised Class 1 Vehicle Access Regime

For those of you who are aware, several months ago TMR convened a Load Carrying Vehicle Working Group as part of their revised Class 1 Vehicle Access Regime Program (yes, it's a mouthful even writing it.) It's fair to say that industry has high hopes for the program with all eyes on the Tasmanian Government system which has so far delivered the crane industry with a state-wide system to maximise heavy vehicle productivity and remove administrative burden – but at the same time protecting road and bridge assets.

The first Industry Working Group commenced back in December with several meetings held since. The group has workshoped industry concerns with the current regime, what good would look like in 3-4 years and building better understanding of current operational practices. If you have any q's of the work or want to know who's on the group, participant names are now [online](#).

If you're looking to know more on the program, you can get more info and subscribe to updates on the dedicated [webpage](#). QTLC will be meeting with TMR early this year with a view on using our membership and platforms as a two-way communication so that all can have input.

Productivity Report into Maritime Logistics

For those of you who haven't yet read the September [draft report](#), it presents a simple and well-written overview on issues surrounding maritime productivity in Australia.

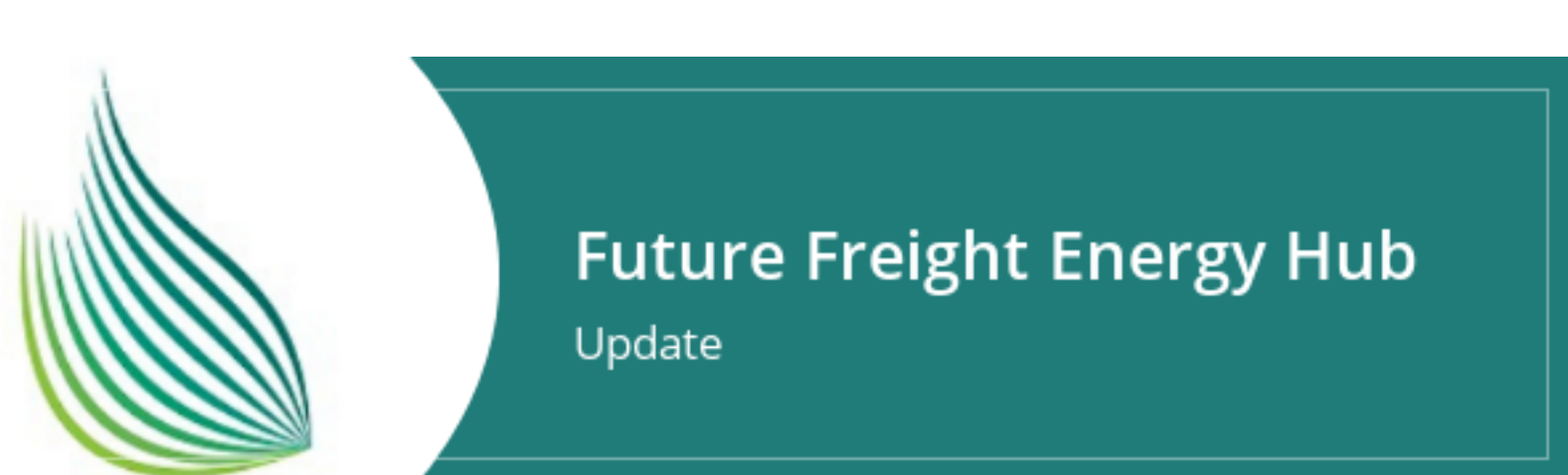
The final inquiry report was handed to the Australian Government on 21 December 2022 and the Government is required to table the report in each House of Parliament within 25 sitting day.

It will be interesting to see what they decide to progress.



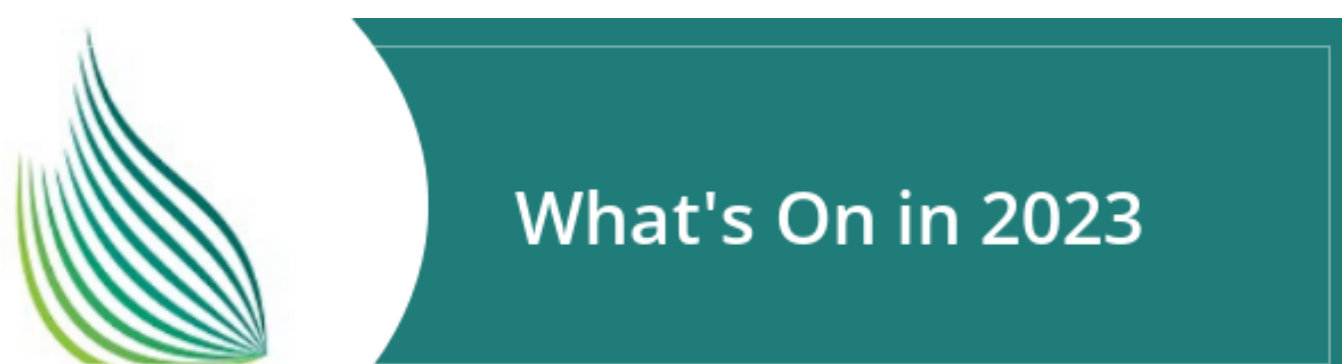
We had an attendance across modes and precincts (and even some non-transport people) at the November AGM and member's meeting with presentations from TMR DG Neil Scales, QTLC Chair Neil Findlay and Committee for Brisbane CEO, Barton Green who was able to provide us with a [demographers view on transport in SEQ in 2050](#).

Good discussion prevailed on a range of topics including particulars on Inland Rail route and connections in Queensland and zero emission vehicles and strategies as well as QTLC's current direction and work scopes. Importantly, the meetings presented a good opportunity for members to network face-to-face after what has been several years of meetings where Teams was the predominant mode of interaction.



QTLC is currently working with Future Freight Energy Hub recipients, Brisbane Airport, Brisbane Port and Wagners at Toowoomba to assist their work in shipping transport facilities that can effectively and smoothly deal with changing demands of their tenants and users.

Our first Zero Emissions Truck Drive Day was which scheduled for the Port of Brisbane in December was delayed due to weather etc and we are looking forward to hosting this with the Port in late February.



8th February, 2023 - Brisbane

TMR and Austroads seminar on transport resilience, responding to weather events and recovery.

9th February, 2023 - Webinar

TMR and Austroads webinar on upcoming changes to harmonise the use of National Telematics Framework applications for heavy vehicles in Queensland with other jurisdictions. [Webinar: Queensland's Transition from IAP to TMA | Austroads](#)

17th February, 2023 - Submissions Close

Submissions close on NHVR's PBS 2.0 Discussion Paper. [Performance Based Standards 2.0 Discussion Paper | NHVR](#)

28 to 30th March, 2023 - Toowoomba

Toowoomba Smart Logistics Symposium [Events - TSBE](#)

29th March, 2023 - Sunshine Coast

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

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