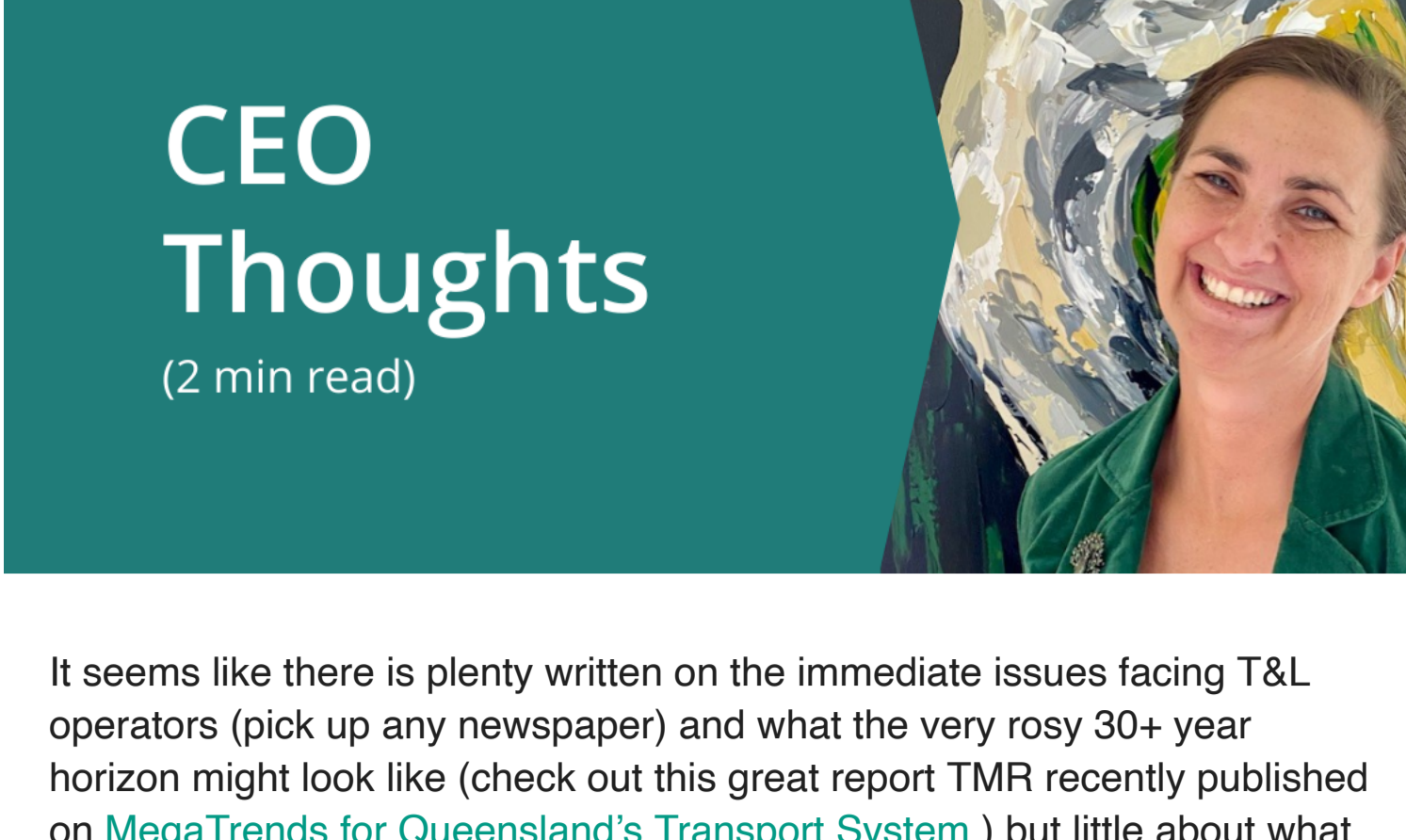


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## Newsletter April 2023



It seems like there is plenty written on the immediate issues facing T&L operators (pick up any newspaper) and what the very rosy 30+ year horizon might look like (check out this great report TMR recently published on [MegaTrends for Queensland's Transport System](#)) but little about what the fuzzy middle looks like.

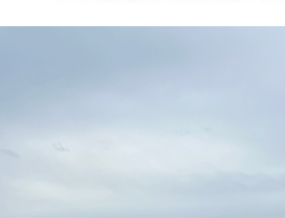
At QTLC, our vision is to map that fuzzy middle on a number of small but key transport issues in the hope they unlock productivity and sustainability for the Queensland transport sector.

At a Board meeting held at the Volvo truck factory at Wacol last month, our Board affirmed workscopes, including:

- Providing practical assistance to hubs and their customers in understanding work what the future for zero emissions trucks looks like.
- Working to gather data from T&L providers where they have raised significant infrastructure issues so that future investment is as informed as possible.
- Supporting growth sectors (energy asset transition and ag) to get the best possible transport outcomes they can.
- Bringing together stakeholders in the sector to share issues and learn from each other in key forums.

We are only able to do this with TMR's ongoing backing and with the support of freight operators across Queensland. I make no apologies for the approaches you get and will continue to get from me regarding the input QTLC needs to realise those sometimes fuzzy opportunities. And if you have a wicked problem that you seek help on, then ring or email me – we stand ready to provide an independent ear and will work with you to de-fuzz the future.

Lauren



### Future Freight Energy Hub Update



QTLC is continuing our work with successful Future Freight Energy Hubs – Brisbane Airport, the Port of Brisbane and Wellcamp Airport – with each in various discussions with tenants and truck fleets.

Under this project, last month QTLC and the Port of Brisbane partnered in an Australian first – providing six of the latest Zero Emissions Trucks at a Ride Day out at the Port - [Day Overview and Highlight Video](#)

Port customers and off-island T&L operators also touched, rode in vehicles from and heard from OEMs including Volvo, Daimler, Janus, SEA Electric and BLK as well as from a panel of experts on surrounding issues including infrastructure, charging, carbon markets, hydrogen refuelling and training.

Port have leveraged this success and the motivation of all at the day by creating a ZE Truck group which is considering how best to support the transition. Well done Port of Brisbane!

Brisbane Airport are currently crafting their program for tenants as are Wellcamp Airport. More details to follow.



### Industry Updates

#### Inland Rail

##### Federal Review

This month saw the release of Dr Kerry Schott's [independent review of Inland Rail](#) and the [Government's response](#) to it. If you read both and understand what the future looks like then you're doing much better than I (and it seems those who contacted me looking for insight). My takeaway reads from the reports were:

- The project will continue and the Australian Government wants to back the original 24 hour transit time using double-stacked trains of 1800m length given this is the original vision original supported by all.
- Importantly for Queensland, the service offering isn't supported beyond Ebenezer – and that final site, layout and commercial model should be settled by the Commonwealth and State government asap.
- Dr Schott backed the National Intermodal Corporation as the preferred terminal operator.
- ARTC was instructed to make the new signalling system interoperable with state systems.
- There was focus on getting an independent specialist to review and cost a range of design solutions developed by ARTC and urgently address outstanding approvals, particularly those on the Queensland portion of the track.
- Staging of sections was supported, with Dr Schott noting that "ARTC should continue to examine options for staging the completion of Inland Rail and in particular the option of completing the Melbourne/Beveridge to Parkes sections by 2027. It should also examine options for the subsequent delivery of the project thought to Gowrie once it has obtained greater certainty of approvals and costs. From Gowrie to Kagaru the focus should be on the works required to gain approvals to help secure gazettal of rail corridors and completion of land acquisitions. ARTC should use this time to finalise scope of these sections and gain greater certainty on schedule and cost."
- However, while the Australian Government supported staging and prioritization of the Beveridge to Parkes route, they noted further work north of Parkes was to be undertaken on a 'least regrets basis.'
- It was agreed that the scope for the final section to Kagaru would be reviewed to exclude double stacking with a view to limiting costs and structuring payment arrangements. This may include a move away from a pure PPP arrangement.
- There were a number of governance and administrative recommendations with an aim to increasing transparency, costs and ensuring timeframes are adhered to.

Great news too to see Dr Schott taking up the challenge of implementing all these implementations as interim Chair - announced this week.

#### QTLC's Hydrogen on Rail Project

In 2022, QTLC worked with a set of keen stakeholders interested in the emerging hydrogen economy to understand transportation of gaseous hydrogen by rail. In particular, the study looked at volumes and distances in which hydrogen transportation by rail would be advantageous and what safety and regulatory barriers exist for this to occur.

Funded by the Australian Government's Inland Rail Interface Improvement Program, the proposal was conceptual in nature - and narrowed from the original concept we proposed. It was based on a theoretical route of Toowoomba to Parkes in tank tainers. The detailed report contained a number of findings which will be of interest not just to hydrogen industry proponents, rail operators and/or intermodal operators.

[Hydrogen by Rail Investigation Report](#)

#### QTLC Bremer Bridge Project

The desire of ag operators to understand the productivity costs associated by not fully loading vehicles traversing the Bremer bridges continues to move along steadily. TMR engineers have now provided a structural capacity analysis of the bridges between Ipswich and Gatton (29 of them) and identified a range of other aspects impacting access decision making for this part of the network. Safety is paramount given the high level of fatal and serious injury crashes and total crash rate per kilometre on that stretch of the highway.

QTLC is considering how to proceed given the information provided and will update operators in the near-future.

#### UQ-Lendlease Report on Low and Zero Emissions Technologies for the Construction Sites

It was great to catch up with Dia Adhikari Smith recently and hear about her work on a collaborative partnership with Lendlease to investigate the range of low and zero-emission technologies that could drive the transition to fossil fuel-free and ultimately zero-emission construction sites.

Their research report, "Planning a Transition to Low and Zero Emission Construction Machinery," identifies the various types and sources of emissions generated on construction sites, suggests practices to reduce them, and highlights alternative fuel sources currently available. The report also examines international case studies, draws lessons from other markets, evaluates global policy options, and outlines potential pathways for decarbonising construction sites. This information will inform the development of government policies and industry roadmaps to support the transition to zero-emission construction sites. Additionally, UQ has created a comprehensive and openly available database of existing and upcoming low and zero-emission construction heavy vehicles, machinery and equipment globally and in Australia.

Construction is a key industrial sector, but construction sites produce significant emissions that can have negative impacts on the environment and public health and it was the first time I've seen this type of work done. Well done!

Lendlease and UQ then worked together to produce the companion report, "Stepping Up the Pace: Fossil Fuel Free Construction," which outlines a clear action plan based on UQ's research findings. The report provides a roadmap to create fully electric, fossil fuel-free construction sites and helps to bridge the gap between research and industry practice.

- **Planning a Transition to Low and Zero Emission Construction Machinery (Research report)** <https://doi.org/10.14264/93110de>
- **Stepping Up the Pace: Fossil Fuel Free Construction (Industry report)** <https://www.lendlease.com.au/insights/stepping-up-the-pace-fossil-fuel-free-construction>
- **Low and Zero Emission Construction Machinery and Equipment Database** <https://doi.org/10.48610/6973e0a>
- **UQ-Lendlease video** <https://espace.library.uq.edu.au/view/UQ.1533985>



### Announcement

#### QTLC farewells Peter Garske and welcomes new Director Paul Kahlert

This month QTLC said farewell to long-term Director and Deputy Chair Peter Garske and welcomed Paul Kahlert's appointment to the Board.

Peter Garske, a founding member of QTLC and ex-CEO of the Queensland Trucking Association (QTA) has been instrumental in QTLC's success in bringing together Queensland transport players over the years and it is with sadness we see him retiring.

Paul Kahlert comes to the Board as a well-respected road transport operator as GM of Brisbane-based All Purpose Transport. In addition to this he is the current Chair of QTA.



### Opportunities

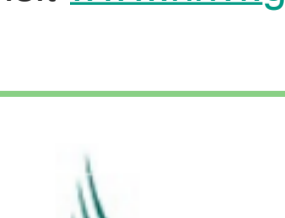
#### Chain of Responsibility Training Grants

NHVR has announced that Chain of Responsibility (CoR) training and education projects are now available, with \$1.7 million being invested to help boost safety across the supply chain.

Grants will be awarded to projects aimed at educating participants on how to improve the safety of heavy vehicle transport activities.

Priority will be given to projects that focus on 'off-road' parties in the CoR, particularly for industries where there is a lack of existing training resources. Additionally, preference will be given to proposals that also guide executives to use due diligence to ensure that a business discharges its primary duty.

Successful applicants will be able to access up to \$300,000 of funding. Submissions close at 5pm AEST Friday 5 May 2023. For more information, including eligibility requirements, the submission guidelines and application form visit [www.nhvr.gov.au/funding-cor](http://www.nhvr.gov.au/funding-cor)



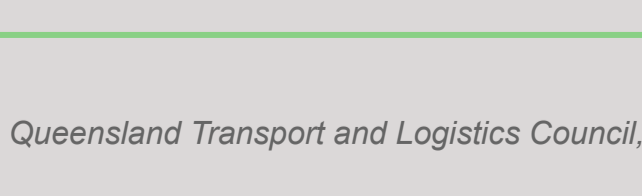
### What's On in 2023

**Brisbane Truck Show**  
Brisbane, 18-21 May, 2023  
<https://www.brisbanetruckshow.com.au>

**Toowoomba Smart Logistics Symposium**  
Toowoomba, 4-6 July, 2023  
<https://www.tsbe.com.au/events/smart-logistics>

**ITS Global Summit**  
Melbourne, 28-31 August, 2023  
<https://its-australia.com.au/events/summit2023/>

**AusRail Plus 2023**  
Sydney, 13-16 November, 2023  
<https://ausrail.com/>



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