

[View this email in your browser](#)



Newsletter February 2024

CEO Thoughts

(2 min read)



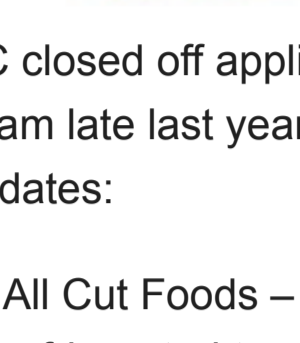
As this newsletter goes out, we are already >16% through 2024.

It's hard not to foresee a repeat and continuation of the same themes we saw affect industry in 2023 – industrial action, geopolitical and tech disruption (some bad, some not), big-ticket infrastructure getting harder to fund, further skills shortages and media coverage documenting looming 'logistics disasters.' It's hard not to get concerned. Except that each time I see one of these media reports, I know that despite all of these challenges, many Queensland trade and logistics businesses are doing well. Against all odds. They're adopting tech to boost productivity and reduce cost (consolidation, innovation, LE/ZE or other), many are thinking better about retention and recruitment and when times get tough (shout out to TMR's TLI Connect team and their [resources](#)), they work hard and cooperate to make products move (thinking here of Patricks and Hutchinson stevedores unloading DP World ships during the latest industrial action).

At the end of 2023 I spent some quality time with QTLC Chair Neil Findlay and Board member Andrew Rankine to de-brief on some work on the latest 'technological breakthroughs' and what might lie ahead. These wise men impressed on me their views about our need to sweat the assets more. They pointed to PBS enhancements, talk of streamlined permitting systems and better coordination and collaboration across modes as being critical to continued efficiency for Queensland freight. They see opportunity.

Lesson for me - we can't control everything, but openness and a desire for collaboration put us in good stead for the opportunities that lie ahead. QTLC is looking forward to collaborate with you in 2024 to improve freight outcomes.

Lauren



Future Freight Energy Hub Update

QTLC closed off applications for round 2 of our Future Freight Energy Hub program late last year and is pleased to announce the following successful candidates:

- All Cut Foods – who are investigating the path to zero emissions refrigerated trucks in their medium sized company based in Brisbane.
- The Gatton Smart Farm – part of an innovative supply chain in SEQ demonstrating and collaborating on tech for Queensland's agricultural sector.
- Toowoomba and Surat Basin Enterprise (TSBE) who have a vision to use their prime position on the Melbourne-Brisbane freight route and diverse membership to drive further economic growth.

Scoping meetings are currently underway to implement bespoke programs for each Hub with more information coming in the month ahead. If you want to hear more on our Future Freight Energy Hub Program and get involved [sign up here](#).

QTLC's FFEH Zero Emissions Freight Webinar

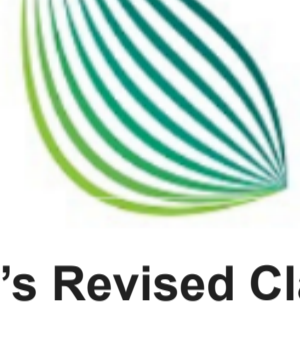
Last week QTLC hosted our first FFEH webinar for 2024: *Flicking the Switch - Where are we on Electric Trucks?*

We updated 100 attendees on the state of the battery electric truck market in Australia, including latest sales trends, financing alternatives and the future of truck charging networks.

The lineup of fantastic speakers from the webinar are below:

- **Mark Gjerek, Director (MOV3MENT)** on driving the path to net zero in the freight supply chain
- **Mark Hammond** (Truck Industry Council) - Sales of Zero Emission trucks in Australia in 2023
- **Nathan Gore-Brown** (Revora) with takeouts on rent/hire arrangements to initiate a ZE transition
- **Rainer Knobloch** (NewVolt Infrastructure) Fast truck charging with 100% renewable energy across a national network

[Click Here](#) to watch the webinar recording and view speakers presentations.



Industry Updates

TMR's Revised Class 1 Heavy Access Regime: Webinar

TMR is hosting a webinar next Monday on their Revised Class 1 Heavy Vehicle Access Regime which will be a significant generational change in Class 1 vehicle access on Queensland's state road network.

In the webinar, you'll learn about:

- why TMR is changing the current heavy vehicle access regime
- the challenges TMR and industry operators face with the existing access regime
- our proposed new vehicle access regime and how we expect it to work
- the economic benefits for the heavy vehicle industry and road managers
- when the new access regime will be implemented
- how you can provide feedback via a survey
- next steps.

The webinar is on Monday 4 March from 9.30 – [Register here](#)

For further information refer to the Program [website page](#)

Bremer Bridge Update

It's been over 6 months since structural issues found on the Bremer Bridge (westbound) on Queensland's Warrego Highway saw closure of the bridge to Class 1 OSOM vehicles over 42.5m.

Since then, TMR's heavy vehicles team (big thanks to Mark Mitchell, Robbie Chow and Stacey Taufa) have worked tirelessly with industry, Port of Brisbane and QTLC to scope, test and trial alternative regimes. It hasn't been easy, especially given the significance of the corridor for freight (and the increasing trajectory of windfarms) and there are many more difficult conversations and realisations ahead, but I want to commend the openness of stakeholders involved in QTLC's monthly Bremer OSOM operational meetings. People wax lyrical about collaboration but this is a true example of everyone leaving ego's at the door to advance a better outcome for freight.

On the (substantial) negative, at the time of writing there appeared no sign of \$ for the new bridge which is required. Given the projected growth in freight in SEQ, the current bridge capacity will place a limit on this growth and already we are seeing a shift of trade to northern ports and potentially longer, costlier and more emissions-intensive supply chains.

Nicola Murray from Port of Brisbane is working hard to crunch numbers on how forecast freight will be affected by the new crossover width. [View Report](#). As you can see, welding works and the loss of Cunningham's Gap as an OSOM route from July 2024 exacerbate an already difficult situation. Much rests on QR safely enabling the Amberley Hagslea Road bypass given it appears to be the only feasible alternative.

We have a good understanding of the police loads using the crossover but are still chasing data on the non-police loads mainly under period permits. If you haven't submitted your data, it will advance the understanding and case for all affected – email Nicola (link to Nicola's email address).

If you're not involved in the monthly meetings and want to be, please [email](#) me.

Good Stuff

If you find yourself with a coffee, open mind and some spare time over the next couple of weeks, here are a few great reads you might have missed in the end-of-year rush:

- [Getting it to Gowrie](#) – GHD's Tristan Anderson's views on why Inland Rail needs to at least connect to the Queensland rail network to be of value (insert link)
- [QTLC's January Future Freight Energy Hub newsletter](#) has some fantastic articles, particularly on Brisbane Airport's work to get Australia's Jet Zero Council up, and Port of Long Beach's updates on what's working (and what's not) in one of the US' most ambitious low-emission energy hubs.
- [EY's 2024 Geostategic Outlook Report](#)
- [TLWAC's Two Way Talk](#) (insert link [Two-way Talk - December 2023 \(vision6.com.au\)](#)).



Announcement

QTLC 'Supporting Windfarm transportation Report' launch

At the end of January, QTLC released a report into [Windfarm Transportation in Queensland](#) off the back of requests by many in the supply chain who were requesting a vehicle, a means to contribute, share and source information on how to achieve and improve results given the forecast rise in these once infrequent OSOM transport moves.

Many of stakeholders held concerns that safe and efficient transportation of windfarms was a critical factor in achieving Queensland's renewable targets.

The report was compiled by independent consultant and OSOM expert, Pascal Felix and highlights 12 recommendations across key areas including permits, technology and data, escorts, infrastructure, planning and investment and stakeholder coordination.

It comes after QTLC initiated consultation through an open and collaborative process which included stakeholders from over 60 organisations and this process has led to subsequent support from many. Like most wicked policy issues, the issues aren't always novel, and there are many ways to address them, however our report was designed to collate and compile issues, and through an open process and report advance the debate and potential solutions.

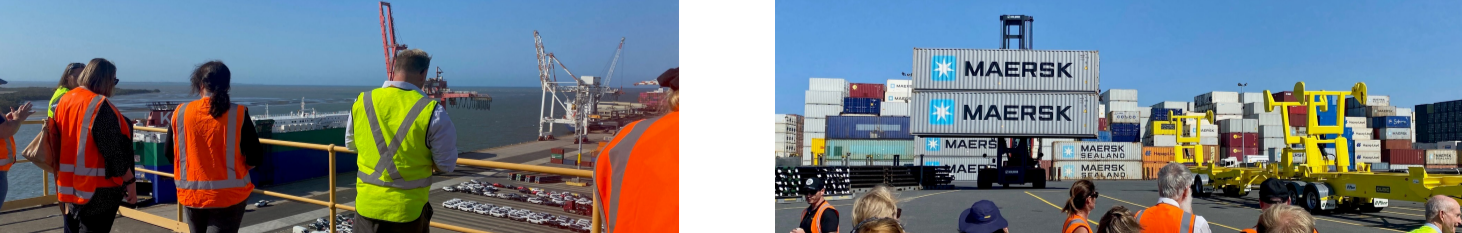
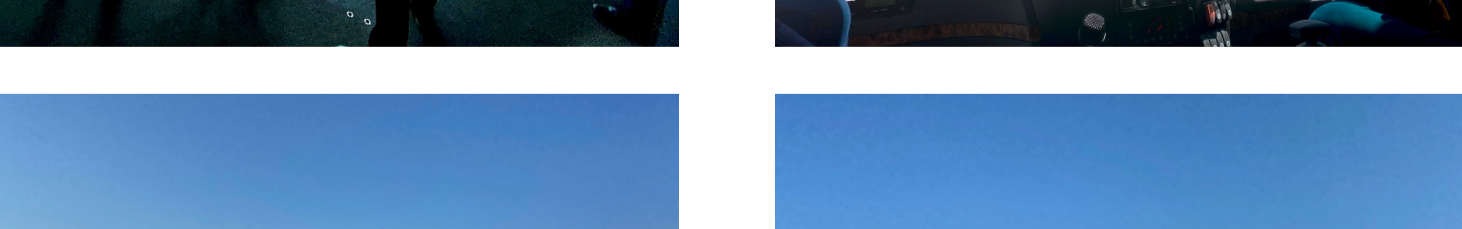
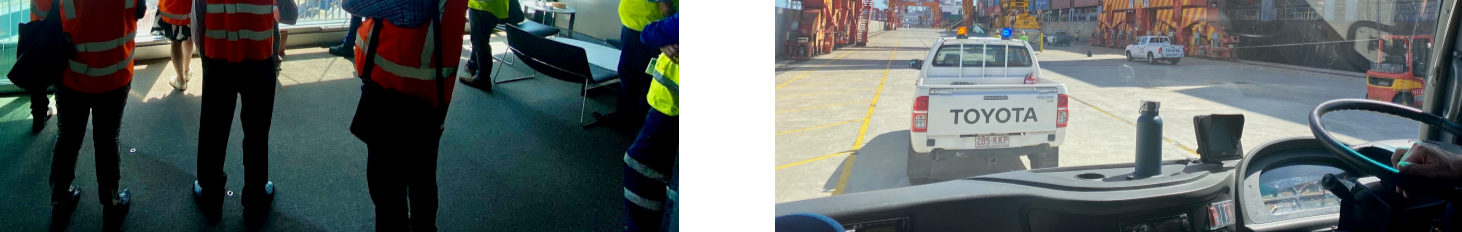
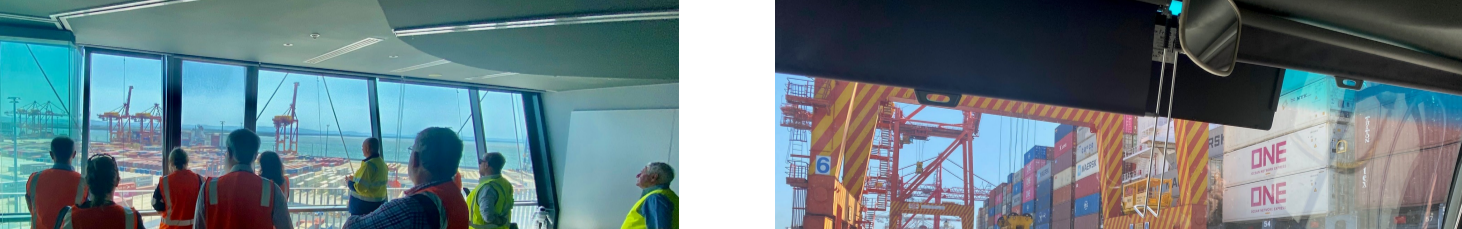
QTLC will now work with industry participants towards implementation – we seek feedback from anyone who wishes to be involved in progressing the report's recommendations.



AGM Wrap Up

Thanks to our hosts Port of Brisbane and their customers GrainGrowers Limited, Patricks, QUBE and Graincorp for giving our members a behind-the-scenes tour of their premises and insight into their businesses.

We're looking forward to doing more of these tours in 2024 – let me know if you'd like to become involved.



What's On in 2024

- 20-21 March: [ITS Australia Roads, Tolling & Technology 2024](#)
- 8 April: [ARA Rail Freight Conference](#)
- 17-19 April: [Trucking Australia](#)
- 13-15 May: [TruckShowX](#)
- 22 May: [ALC Supply Chain Summit](#)
- 22-23 May: [Queensland Transport Infrastructure Supply Conference](#)
- 12 June: [Save the Date](#) Decarbonising Ag Supply Chains: Drive Day Gatton
- 13-15 August: [ITS Australia Summit 2024](#)
- 18-19 September: [MegaTrans](#)
- 25-27 November: [AusRail](#)



Copyright © 2024 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.

This email was sent to [cc>Email Address](#)
[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)
Queensland Transport & Logistics Council Ltd - 310 Edward Street - Brisbane, Qld 4001 - Australia

