

[View this email in your browser](#)



[www.qtlc.com.au](http://www.qtlc.com.au)

## Newsletter September 2024



QTLc is privileged to speak to many people right across the supply chain and at times can see significant issues coming from a distance. These 2 aspects and what we call our 'honest broker' approach have led in the last few months to us convening large cohorts of the Queensland supply chain to increase understanding on critical issues and strive for collaborative solutions.

During the last fortnight we've been able to do this in a proactive manner by pulling together the chickpea supply chain in Queensland right from growers to shippers.

Why? Growers and traders have planted an even bigger chickpea crop than in 2017 in response to a temporary trade tariff exemption from India which ends [31 March](#).

Why was this an issue? Everyone involved in the 2017 saga still gets the twitches when that harvest is discussed – and the biggest issue then was availability of trucks. We learnt last week that this upcoming season will be even harder as we will have to navigate a lack of 20' containers; Red Sea crisis, costs and congestion meaning a lack of shippers coming to Australia; Ramadan, significantly increased costs; rail pathing, extended possessions and temperature limitations; and approximately 60pc of a market that won't even have access to rail given their export volumes.

What do to? Twofold – workshop attendees are incorporating their knowledge into planning and QTLc is with attendees cataloguing the issues and solutions to leverage the small window we have to improve the supply chain for this incredibly valuable but seasonal commodity.

Lauren



### Refreshing QTLc's Strategic Plan

QTLc is currently refreshing our Strategic Plan and we seek your feedback on what we do well and what we can do better, to serve the needs of the Queensland freight industry over the next 3 years.

Your feedback will help shape QTLc's future priorities and guide how we deliver valuable and sector-specific information and services for the Queensland transport and logistics industry.

To do this, we kindly request that you take [5 minutes to answer our short survey](#) over the next week.



### Industry Updates

#### PBS "Performance Based Standards: removing roadblocks to reform" : QTLc Input

Last month QTLc provided a submission to the NHVR consultation on their PBS program through a paper titled 'Performance Based Standards: removing Roadblocks to Reform' which posited that the PBS no longer meets its objectives – the major reason for which is the difficulties operators have in getting access to the road network. The NHVR Paper recommends changes to the PBS Scheme to allow it to better meet its objectives.

The QTLc has provided a [submission](#) on the NHVR paper which supports the paper's recommendations. The QTLc submission provides additional evidence and case studies based on QTLc Director Andrew Rankine's experience. The major case study used in the QTLc submission is the recent introduction of an innovative, two and three trailer vehicle (Project London) designed for carrying empty import and export containers double stacked on Port of Brisbane roads.

The QTLc submission also provides additional evidence to support two recommendations:

- removal of 'tried and tested' PBS vehicles from the Scheme, and
- that PBS standards should be updated to reflect 20 years of learning and to be able to be more easily changed as technology and vehicle designs change.

Although the QTLc submission focuses on the PBS scheme and heavy vehicle productivity, it also suggests that a more effective way of achieving COAG's objectives is to increase rail's share of freight transport.

#### Did you miss QTRIP?

If you missed the Queensland Transport & Roads Investment Program 2024-25 to 2027-28 industry briefing, it's now available [online until late September](#).

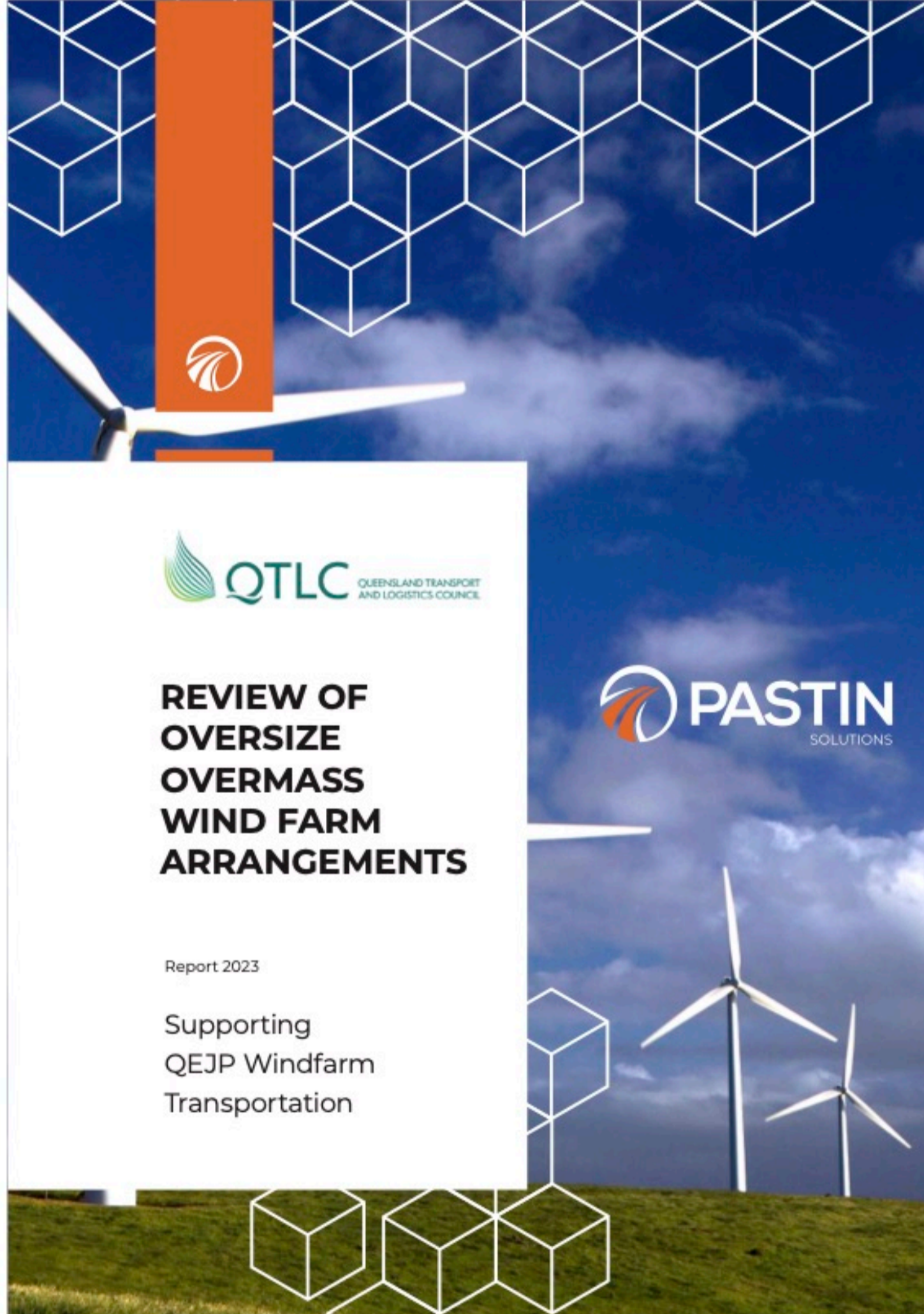


### Supporting QEJP Windfarm Transportation

#### What's happened since we published our OSOM Windfarm Report?

Since publishing our report into safe and efficient windfarm transportation in January there's been a lot of work going on behind the scenes. A few updates of note being:

- Windfarm peak bodies the Clean Energy Council and the Queensland Renewable Energy Council supported the majority of the recommendations and QTLc has been working with their members on implementation of some of these, including establishment of a reference group to coordinate the many projects coming to Queensland. [View the response here](#)
- Agencies have also been optimising efficient transportation through identified multi-modal priority corridors for Oversize and Overmass (OSOM) components from ports to Renewable Energy Zones and priority renewable projects. TMR has also been strategically reviewing, identifying, and planning for TMR network upgrades to ensure transportation corridors can accommodate renewable energy project requirements and impacts on the planning, upgrading and maintenance as well as funding of our transport network are identified.
- One of industry's long-held bug-bears has also been the availability of police escorts. Given the escalating OSOM freight task in Queensland and present shortfall in accredited escorts, everyone was incredibly excited to hear that TMR and OPS are leading a joint agency project to investigate whether opportunities exist to safely reduce the requirements placed on industry to engage QPS escorts.
- QTLc has at industry's request engaged with the NHVR on a proactive safety campaign to get ahead of the increasing OSOM task on the eastern seaboard.
- QTLc with Ergon and project developers have held several meetings to plan proactively for high loads to these REZ's, including leading discussions on the possibility of shared corridors.
- QTLc now sits on the Victorian Renewable Transport Industry Reference group – a proactive government-industry forum to share and plan for development in Queensland where QTLc gets to pick up great ideas from!
- QTLc with TMR and the Port of Brisbane have been working behind the scenes to minimise disruption for freight across the Bremer Bridge's scheduled works.



### NHVR Update

#### Heavy vehicle safety is everyone's responsibility



#### Welcome Andrew Gill

Hi everyone, my name is Andrew Gill and I am the National Heavy Vehicle Regulator's new Stakeholder Engagement Officer in the Far North Region. I would like to take this opportunity to introduce myself and let you know how excited I am at this fantastic opportunity to work with industry in an engagement role.

Previously, I worked as a Transport Inspector with Transport and Main Roads for 12 years, prior to transitioning to the NHVR in April this year.

I am extremely passionate about working with, assisting, and building strong partnerships within the heavy vehicle industry. I look forward to working with you all and helping to create a safer and more efficient industry in the Far North Region.

#### NHVR Draft Heavy Vehicle Productivity Plan 2024-2029

Following some initial industry and government stakeholder input, the NHVR has undertaken an early refresh of their Heavy Vehicle Productivity Plan, releasing a 2024-29 version which they've released as a draft for [consultation until 31 October](#).

The draft Plan outlines a blueprint of actions the NHVR will take over the next five years to address a range of challenges facing industry and governments. Helpfully, the NHVR has also provided a scorecard on their last plan and some key focus areas for ongoing work.



### What's On in 2024

- 5 September, [SCLAA's Accelerating to Net Zero Logistics, Sydney](#)
- 18<sup>th</sup>-19<sup>th</sup> September – [Megatrans](#), Melbourne
- 10<sup>th</sup> September - [Wayfinder Freight Heartland Awareness Tour, Sydney](#)
- 15<sup>th</sup> October - QTLc/TSBE ZE Drive Day, Toowoomba ([email Lauren to get involved](#))
- 23-24 October – [iMove Conference, Brisbane](#)
- 28<sup>th</sup> October – QTLc AGM and (very exciting) behind the scenes tour – Date TBA
- 15-18 May, 2025 – [Brisbane Truck Show](#).



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](#).

