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Newsletter July 2025

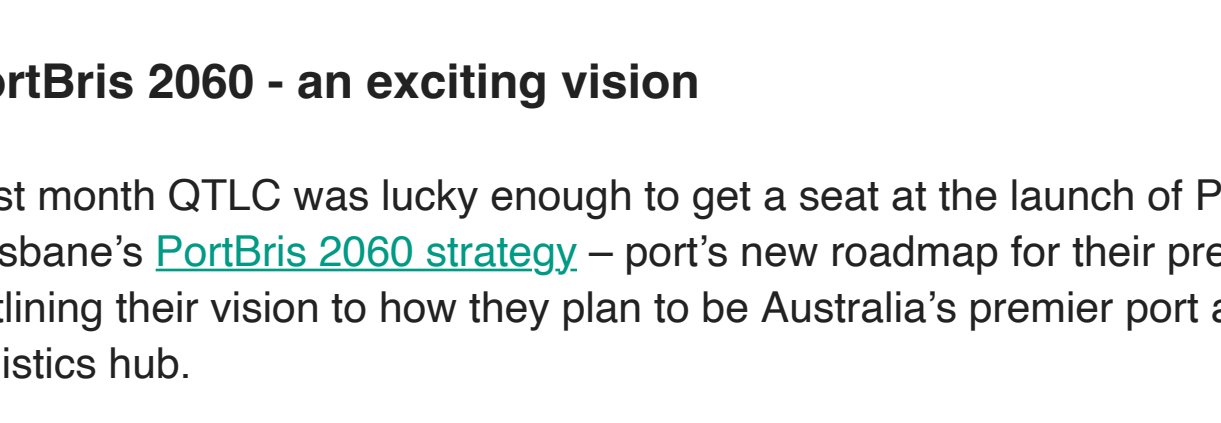


As this newsletter comes goes out, each of us is reevaluating daily how our supply chains will be impacted by increasing geopolitical tension and rising input costs.

With many of our key inputs imported and little control over global events it provides extra justification for the need to continue our focus on building resilience. It's good to see some work and investment into this. For example, next week, QTLC will be participating in *DSDIP's Essential Goods Supply Chain Workshop on Lessons Learnt* and we are seeing some good steps taken towards building back better through QTRIP investments announced recently.

This commitment to improving resilience must be kept at the fore.

Lauren



PortBris 2060 - an exciting vision

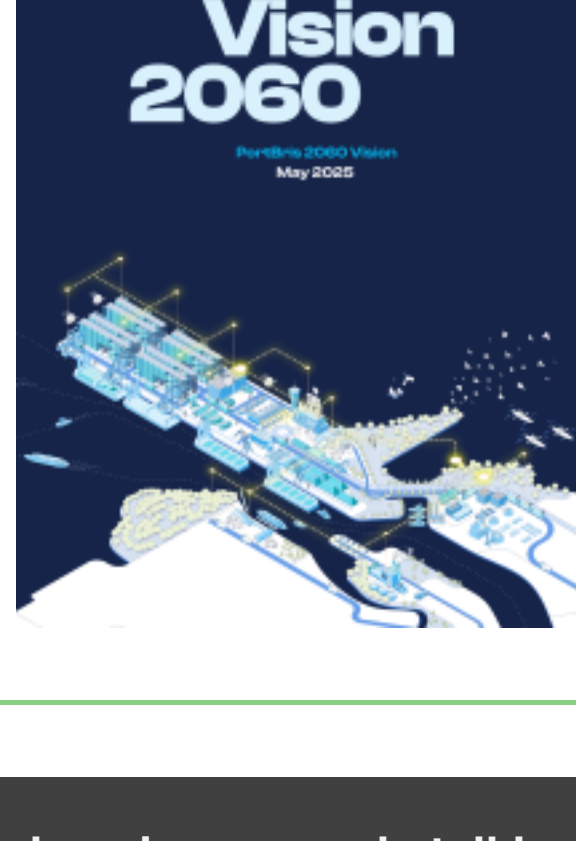
Last month QTLC was lucky enough to get a seat at the launch of Port of Brisbane's [PortBris 2060 strategy](#) – port's new roadmap for their precinct, outlining their vision to how they plan to be Australia's premier port and logistics hub.

CEO Neil Stephens shared a bold new future and rightly acknowledged that Port couldn't deliver the plan alone, but rather it would require the backing and commitment of the entire precinct and beyond.

The strategy is worth a read if you haven't already done so. Key inclusions in the plan for us were:

- A Port Community System (PCS) to provide industry end-to-end visibility of the supply chain, tracking and tracing freight in order to respond to dynamic conditions and manage tasks with a degree of autonomy. Backed by AI, the PCS aims to deliver the holy grail in using real-time and historical data to forecast cargo volumes, predict vessel arrivals and optimise transport flows – and even backloading empties through a digital twin – to provide a much-needed efficiency boost.
- The document cites improved inland transport networks, including investment in rail infrastructure such as a dedicated freight rail corridor between the Port and Ebenezzer – something that would be greatly welcomed not just by the freight community but also road users forced to share roads with container trucks. Obviously, talk of a dedicated freight rail corridor to Ebenezzer is not a new concept, nor can it be delivered upon by Port alone, but if the Port of Brisbane is to deliver on its promise of being the premier Port in Australia, it is absolutely necessary.
- PortBris has a goal of level 5 (fully autonomous) operations between Fisherman Island terminals and adjacent warehouses to consumer with a statement that 'By 2060, the Port of Brisbane Motorway will include a controlled corridor for 24/7 automated road transport to operate between the Port and the Gateway Motorway.'
- We're all used to the Port growing out, but PortBris is planning for upwards growth – through vertical solutions to maximise the existing land footprint. High density vertical storage is being looked at for a range of cargo and is a sensible strategy to manage the high demand for on-island land.
- PortBris aims to set the Port up as a clean energy hub and energy producer offering port-wide electrification and smaller metering, EV charging and shore power for vessels. The Port hasn't backed any particular low carbon fuel, but rather, is going to set itself up as an energy producer for tenants through on-site power generation, development of a waste-to-energy hub and a sharing excess power through their own virtual energy network which aims to no doubt return upon its capital investment, but also plans to shield tenants from SEQ grid peaks, disruptions and price fluctuations.

We're looking forward to the next instalment of how we can work together deliver on this plan so that Queensland freight moves safely and efficiently.



CQ Supply Chain plans have people talking

Pace seems to be gathering in the central Queensland sector about plans for a new container port, cold storage and abattoir development which private investors IPG and Allcap Securities are pulling together. The project known as 'Project Velocity' is a 3-stage program plans and includes:

- An \$88m portside cold storage warehouse and refrigerated container storage area.
- New ventures including a standalone abattoir and fertiliser plant near Calliope.
- Container cargo staged at an inland intermodal terminal on an automated rail loop to Gladstone harbour.
- Weekly trial container shipments of ag freight to Asia via Darwin.
- If that isn't enough, the project also plans to build a new private rail line from Wandoan to Miles to join the Inland Rail freight line west of Toowoomba.

Elements of this project aren't new and some have been talked about for decades however with a growing ag and containerised freight sector in NQ, this particular project is increasingly getting attention. The ag sector tells us that even if only portions of the project ultimately proceed, they are jumping on board in an effort to address road congestion/ reduce travel time and growing freight costs. We'll keep you posted on developments.

OSOM

There is a lot going on in this busy and growing freight area and we wanted to share some updates with you:

1. TMR Review on Pilots and Escort's. TMR has done a great job kicking off a review on pilots and escorts which is designed to look at the ways to rationalise QPS support to OSOM movements when it is safe to do so. TMR's pragmatic project manager has been consulting with the sector and putting in place the requirements for establishing whether an alternative approach works. Given current police cancellations and increased demand for this scarce resource pool of officers, industry has leapt to the challenge.
2. When it doesn't rain it pours. QTLC was lucky enough to get NHVR Heavy Vehicle Safety Initiative (HVSII) funding before the TMR review was established. In keeping with the fact that our review is Commonwealth funded, it has a national focus. This is of particular interest to other jurisdictions also facing growing OSOM loads due to booming construction and renewable energy sectors and assess safety outcomes and propose trial conditions for alternative escort arrangements.
3. Last week we heard more from TMR's HVAMs or NAAS (National Automated Access System) team and this work is progressing and reflecting conversations with industry had in recent months. TMR are aiming to provide industry with a familiarisation tool Q4 2025. If you're not involved and want to know more, sign up for the [updates online](#).
4. Ergon/ Energy Queensland has delivered on the transportation of high loads (>4.6m) within Queensland. If you missed this excellent and want to know more please drop me a line asap.
5. NHVR released its OSOM safety campaign in Victoria recently, partnering with the Collingwood Football Club to spread the message further throughout the 2025 AFL season. Given the high frequency of OSOM loads in Queensland and because the messages are a tad Vic-centric, the QTLC has spoken with the NHVR about slight tailoring of their [amazing materials](#) for launch along major OSOM routes in Queensland to get the word out and ensure safe travel on our roads.



Transportation of High Loads by Road.

Energex / Ergon Energy Network are aware of some confusion within the transport industry in relation to how high loads are transported safely by road under and near electric lines.

Background

Energex / Ergon Energy Network and the Road Transport Operator have duties under the *Electrical Safety Act 2002 (ESA)* to ensure that the transportation of high loads occurs in an electrically safe manner. This means that certain requirements must be met before vehicular high loads can be moved near electric lines. This is not just an issue of ensuring that the high load does not come into physical contact with the electric lines.

Road Transport Operators must ensure that high loads do not breach the nominated exclusion zones around electric lines. The specific exclusion zones are set out in Appendix B of the *Electrical safety code of practice 2020 - Working near overhead and underground electric lines (Code of Practice)*. The Road Transport Operator is to have a Safe System of Work in place that supports the safe transportation of the High Load so as not to breach any exclusion zone to Entry powerlines or assets along the travel route.

For example, an exclusion zone of 600mm must be maintained around low voltage lines. Therefore, where a low voltage electric line crosses the road at a 5.6m height, a transporter moving a high load of more than 5m will need to put in place appropriately approved mitigations.

Breaches of exclusion zones are reportable incidents to the Electrical Safety Office and/or Workplace Health and Safety.

Energex / Ergon Energy Network Requirements

Under the Code of Practice, Energex / Ergon Energy Network is required to give written authorisation to the Road Transport Operator for the high load transportation. To do this, Energex / Ergon Energy Network is entitled to request certain information from the applicant:

Road Transport Operators moving high loads should ensure that:

- Appropriate scoping and assessment of the proposed route by an Authorised Scoping Service Provider; and
- Early notification of the proposed journey is provided to Energex and/ or Ergon Energy Network using the applicable form with detailed scoping information as required. Category A loads (over 5.5m) proposed to travel in either the Energex or Ergon Energy Network areas are required to provide detailed scoping information.

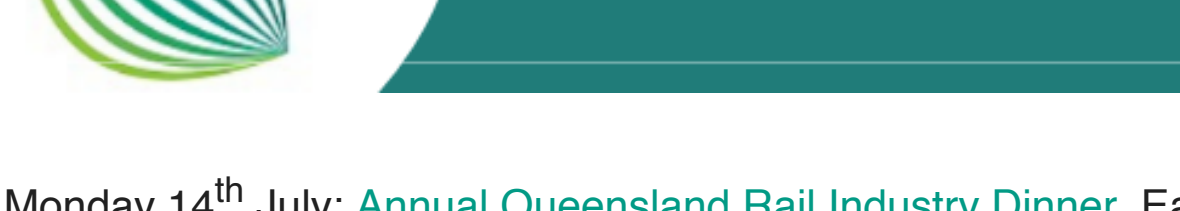
Pole numbers, QR markers, street address and/or house numbers provide essential information to ensure appropriate assessment of the risks which the Road Transport Operator will face. An example of a scoping form is attached. The height, type and voltage of the crossings, with the location, is to be provided with control measures for the Road Transport Operator to maintain exclusion zones to Entry Assets. If there are third party assets, NBN, Optus, etc, attached to Energex / Ergon Energy Network poles, these crossings are also to be noted.

Energex / Ergon Energy Network's role in this process is to provide relevant information and to assist the Road Transport Operator to safely undertake the high load journey. Energex / Ergon Energy Network is not the regulator, and any breach of the ESA or Code of Conduct rules will be assessed and dealt with by the Electrical Safety Office.

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- To the team at South East Queensland Hauliers (SEQH) who recently unveiled the world's [first electric A-triple at the Port of Brisbane](#). SEQH have put their money where their mouth is with the triple and a new Volvo FM funding with an A-double for innovation – all without any government funding. SEQH is known for its innovation – first with their 2010 A-double introduction and this year with the electric foray. Attendees at their launch were promised the next frontier in innovation was automation – to be delivered within 15 years.
- To all staff and team involved in Patrick Terminals EBA roll-over agreement – congratulations. This early announcement has provided significant comfort to concerns from freight owners and operators about potential disruptions in 2025 with the new enterprise agreement in place until 31 December 2028.
- My phone's been running off the hook with people excited about Transport for New South Wales (TNSW)'s document which lists and identifies policy reform plans for freight – released in the form of a report titled ["Delivering freight policy reform in NSW"](#). As many of the issues are common on the eastern seaboard, the report provides us a handy list of where reform is required.
- The team involved in getting Inland Rail's Border to Gowrie revised [draft EIS](#) up for comment. It's hard not to overemphasise how much Queensland stands to benefit from this project and how disappointed the freight community has been from the lack of progress on the northern inland rail sections.



- Monday 14th July: [Annual Queensland Rail Industry Dinner](#). Earlier that afternoon we're running a roundtable in conjunction with AFA and TMR – please drop me a line if you're a passionate rail work who has ideas on how to get more freight on rail in Queensland and you didn't receive the invite.
- Thurs 21 August: [ALC Supply Chain Summit 2025](#) in Sydney
- 19-21 November: [ITS Australia Summit](#) at the Gold Coast.



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

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