



21 September 2026

LBRCA response to the Logan West Upgrade

The Livestock, Bulk and Rural Carriers Association (LBRCA) welcomes the release of the reference design for the Logan West Upgrade and its recognition of the Logan Motorway as one of South-East Queensland's most important freight corridors.

More than \$1 billion in freight travels along the Logan Motorway each day. Transurban estimates the project could reduce peak travel times by up to 20 minutes and remove approximately 6,100 vehicles a day from surrounding local roads.

The proposed additional lanes, improved ramps, wider shoulders and changes to accommodate heavy and over-dimensional vehicles are sensible investments in safety and productivity.

LBRCA particularly supports:

- an additional lane in each direction between the Centenary Motorway and Mount Lindesay Highway
- improved heavy and special vehicle access
- shoulder widening
- additional turnaround and emergency crossover points
- redesign of roundabouts and connecting roads to accommodate larger vehicles
- improvements to the Formation Street interchange and other motorway ramps.

LBRCA is hopeful that these upgrades will deliver a genuine freight productivity benefit and not simply additional infrastructure funded through higher tolls on road freight.

Heavy vehicles already pay substantially higher tolls than light vehicles, while rural carriers face rising fuel, maintenance, insurance, compliance and labour costs. Any funding agreement between Transurban and the Queensland Government must not impose a new toll multiplier, special project charge or disproportionate toll increase on heavy vehicles.

LBRCA calls for the detailed design to include five firm commitments:

1. No disproportionate increase in heavy-vehicle tolls. The upgrade should be funded fairly, recognising the economic and community benefits generated by a more efficient freight corridor.
2. Design for the freight vehicles of the future. Bridges, ramps, intersections, shoulders, clearances and pavement structures must accommodate Performance Based Standards combinations, higher-productivity vehicles, livestock combinations and over-dimensional freight—not merely today's standard vehicle fleet.



3. Proper industry design testing. Swept-path assessments and simulated access must be undertaken using representative B-double, A-double, road-train, livestock, bulk and OSOM combinations. Including consideration of 4.6m height.
4. Construction beginning from 2027 must include advance notice of closures, suitable heavy-vehicle detours, protection of oversize routes and direct engagement with freight operators.
5. Day-one network access. All appropriate heavy-vehicle network approvals should be settled before opening. Operators should not be required to wait for separate route assessments or permits after the physical infrastructure is complete.

Ramp metering must also be designed carefully. Heavy vehicles require greater acceleration distance and cannot be managed in the same way as passenger cars. Signals, lane lengths and release cycles must prevent trucks from being stopped on steep approaches or forced to merge into motorway traffic without sufficient distance.

This project is an opportunity to demonstrate how major road upgrades should be designed: with freight operators involved early, higher-productivity vehicles accommodated from the outset, and measurable safety and productivity outcomes built into the final agreement.

LBRCA supports the direction of the Logan West Upgrade and wants to work with Transurban and the Queensland Government through detailed design. Better freight infrastructure should lower the cost of moving goods, not recover the cost by placing an even greater toll burden on the trucks that keep Queensland supplied.

Yours sincerely,

Wade Lewis
President

Livestock, Bulk and Rural Carriers Association Inc.