January 2026

Powerlink 2027-32 Revenue Proposal

Fleet Management Plan

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1. Introduction

1.1. Purpose

The Fleet Management Plan (the Plan) describes Powerlink's approach to asset management for its fleet, which includes passenger and commercial vehicles, trailers, and mobile plant. The Plan covers the key systems that support operational needs and provides a capital expenditure forecast along with the principles used to develop it.

The Plan details Powerlink's asset management system to maintain vehicles that are safe and suitable for use. It is intended to manage vehicle provision in a way that balances operational efficiency and value.

Additionally, the Plan offers context for procuring a fleet that supports safety, operational requirements, lifetime value, and environmental factors.

It incorporates the Health, Safety and Environment Management System (HSEMS), Risk Management Framework, Procurement Framework, and Records Management to help ensure the fleet remains safe, effective, efficient, and environmentally responsible.

1.2. Scope

Powerlink manages passenger, light and heavy commercial vehicles, trailers and mobile plant, operating throughout Queensland.

Powerlink's fleet allocation and asset management practices are deeply embedded in its strategic and operational frameworks, ensuring that fleet assets are not only fit for current use but also adaptable to future needs, including energy transition and sustainability goals maintaining the following:

- Support of enterprise priorities like safety, efficiency, and environmental responsibility.
- Alignment with regulatory and financial planning requirements.
- Leverage of integrated systems for lifecycle management and compliance.
- Reflection of a forward-looking approach to sustainability and digital transformation.

Fleet allocation is managed using the following methods:

- Team pooling for on-call arrangements and asset sharing.
- Corporate pooled vehicles managed by Powerlink Fleet Services.
- Specialised and tool of trade vehicles allocated to specific positions for operational usage.

The fleet consists of a combination of assets as follows:

- Trailers including cable loading trailers and wash down trailers.
- Truck mounted cranes and multi-lifts.
- Plant including highly customised assets such as an insulated elevating work platform, materials handlers, all-terrain vehicles and a caravan mobile office for operational activities in rural and remote locations.
- Heavy commercial vehicles.
- Light commercial vehicles including four-wheel drives and all-wheel drives, medium and small passenger vehicles.

Governance, Roles and Responsibilities

Fleet is a workplace under WHS laws. Governance is embedded through controlled documents and defined accountabilities:

Roles	Responsibilities
Chief Executive	Approves financial activities related to the vehicle fleet.
Executive General Managers	Approves the nominated positions that require vehicles for business purposes.
General Managers	Manages business needs to ensure vehicles are used for operational demand and ensures Powerlink governance alignment. Manages safety management system processes for fleet incidents, infringements and complaints.
Managers, Team Leaders & Supervisors	Manages drivers' awareness and compliance to fleet governance requirements. Ensures the appropriate vehicle types are allocated to mitigate driving for work risks. Ensures drivers have completed required training. Supports safety management system processes for fleet incidents, infringements and complaints.
Drivers	Comply with all aspects of the law and fleet governance framework, including safe driving practices and reporting obligations.
Fleet Services Manager	Provide strategic leadership and operational oversight of Powerlink's fleet management.
Fleet Services team	Day to day operational and administrative management of the Powerlink fleet.

Strategic Alignment

The Plan aligns with Powerlink's performance targets, priorities, and strategies - both financial and non-financial - reinforcing its mission, vision, and values.

Powerlink's fleet management is a strategic foundation, supporting the mission to enrich lifestyles and power economic growth through reliable electricity transmission. Fleet assets are procured and managed based on operational demand, ensuring every vehicle serves a clear business purpose.

This data-driven approach ensures decisions are guided by operational needs, safety standards, and sustainability goals. Continuous monitoring of utilisation and performance enables fleet optimisation, efficient resource allocation, and readiness for emerging technologies and regulatory change.

By prioritising safety, sustainability, and efficiency, Powerlink's fleet strategy directly supports its clean energy vision - through rigorous vehicle standards, adoption of biofuels and ultra-low-emission technologies, and hybrid management models - reflecting its core values of Safety, Accountability, and Sustainability.

Fleet Procurement

At Powerlink, fleet procurement balances four key elements:

Figure 1 Key Fleet Procurement Elements

The primary objectives for fleet procurement are to:

- Prioritise safety for drivers and road users, in line with Safe System and ANCAP principles (5-star rating required for vehicles under 4.5 tonnes GVM).
- Procure fit-for-purpose, reliable, and durable assets that meet operational needs.
- Maintain an environmentally responsible fleet while meeting business requirements.
- Maximise whole-of-life value through efficient utilisation, fuel management, maintenance, and disposal.
- Optimise in-service performance and align fleet size with business demands.
- Continuously improve fleet management practices.

1.3. Safety

Under Workplace Health and Safety laws, Fleet is considered a workplace. Therefore, compliance to ensuring a safe workplace apply. Fleet asset procurement will reasonably prevent the possibility of introduced risk due to driver or operational changes.

In cases where the vehicle class or type does not meet the ANCAP requirement, the most suitable vehicle with options to improve safety will be considered with input from the relevant stakeholders. Approval to deviate from the ANCAP requirements is required by the relevant General Manager.

While the level of safety may protect drivers and passengers, the way a vehicle is driven to the existing conditions is the key factor in vehicle safety. Drivers must be appropriately licensed, trained and skilled for the type of vehicle selected and for the operational location.

Journey planning and fatigue management are considered during the fleet asset selection process to ensure vehicles are appropriate for the duration and location of the travel.

1.4. Fit for Purpose

Fleet asset suitability will be determined collaboratively with drivers, supervisors, managers, suppliers and other key stakeholders.

Selecting fleet assets that are fit for purpose is critical to ensure:

- Correct loading and towing capacity.
- Suitability to the driver's/user's licence, training and skill.
- Capability and reliability to safely traverse the expected terrain for operational requirements.
- Servicing suppliers are available for the assets' location.
- Type of use will not compromise the manufacturer's warranty.
- Suitability for its typical use.

Fleet asset procurement will comply with:

- Manufacturer requirements for weight capacity, GVM, GCM and towing requirements.
- Legislative requirements for vehicles and road use prescribed by relevant state authority and national regulations.

Fleet asset procurement can involve incorporating recycled equipment, including service bodies that remain functional and safe. The overall cost of an asset during its replacement cycle may change depending on whether

Configuration is standardised where reasonable to support driver safety, maintenance, and cost management. Modifications to standard configurations and the introduction of new standard configurations involve stakeholder consultation and necessary approvals, which may include a period of vehicle evaluation to maintain consistency.

1.5. Environment

Fleet asset procurement considers Powerlink's environmental footprint and is focussed on vehicle efficiency, alternative fuels and sustainability. Procurement activities are undertaken with the leadership and framework provided by Powerlink's Health, Safety and Environment (HSE) team to manage environmental impact.

Fleet specifications are enhanced to improve biosecurity compliance. Where safe and practical, fleet assets will prevent the ingress of dust, seeds and vegetation.

To support the Queensland Government's Mandate for growth in the biofuel industry and to reduce emissions for a greener future, Powerlink has committed to increasing the use of E10 in its unleaded fleet vehicles. Compliance with Environmental Work Plans (EWP) and landholder requirements is mandatory when accessing properties.

1.6. Efficiency

The replacement of fleet assets considers whole of life value and return on investment through business utilisation. Factors that influence whole of life value include fuel usage, maintenance costs, depreciation, and purchasing and disposal costs.

Fleet asset allocation may be issued from existing surplus fleet if available to contribute to efficient fleet management and reduce waste.

Fleet asset acquisition is validated by considering annual utilisation, work planning and operational requirements. Desirable acquisition outcomes balance safety, financial, productivity and environmental considerations.

A two-dimensional guide (time usage × kilometres travelled) is used to inform replacement decisions. Over-utilised assets trigger early replacement; under-utilised assets are reviewed for pooling or extended life where safe and economical.

The Replacement Guide below is an assessment tool for fleet replacement.

Figure 2 Replacement Guide

1.7. Replacement Guide

<table>
<tr><td colspan="2">Utilised for optimal safety and whole of life value.</td><td colspan="2">Under-utilised</td></tr>
<tr><td>Replace</td><td>Optimal time usage + optimal kilometers travelled</td><td>High time usage + low kilometers travelled</td><td>Review</td></tr>
<tr><td>Review</td><td>High time usage + high kilometers travelled</td><td>Low time usage + low kilometers travelled</td><td>Do not replace</td></tr>
<tr><td colspan="2">Over-utilised</td><td colspan="2">Under-utilised</td></tr>
</table>

2. Fleet Asset Retention Terms

When replacing vehicles, Powerlink adopts a strategic approach to optimise lifecycle costs, ensuring that each vehicle is appropriately matched to its intended function and service life. Fleet assets are managed to maximise utilisation, with disposal occurring prior to the onset of significant repairs or operational downtime. Maintenance patterns and depreciation profiles are analysed to determine the optimal retention period, effectively balancing reliability, safety, and productivity. Decisions regarding asset retention are guided by a comprehensive assessment of whole-of-life value - including repair frequency, maintenance expenses, capital investment, depreciation, and residual value - while considering the varied requirements of the fleet and overarching organisational objectives.

Table 1 outlines the retention period and kilometers to achieve optimal whole of life value for Powerlink fleet assets.

Table 1 Fleet Retention Terms

Asset category	Terms - months	Terms - kms	Annual Terms - km	Term - Information
Light commercial/F	72	135,000	22,500	F= FIELD - Average age at required utilisation kms.
Passenger/F	72	120,000	20,000	
Light commercial/FO	96	136,000	17,000	FO = FIELD OFFICE - Average age & utilisation kms.
Passenger/FO	96	120,000	15,000	
Heavy commercial/P	120	150,000	15,000	P=PLANT - Heavy commercial vehicles with plant with legislative obligation for rebuild major service.
Heavy commercial	180	225,000	15,000	Heavy commercial vehicles without plant.
Trailer	180	N/A	N/A	Includes cable trailers which require major service.
Trailer/P	120	N/A	N/A	P=Plant - Replacement before legislative obligation for rebuild major service.
Plant	120	N/A	N/A	Replacement before legislative obligation for rebuild major service.

3. Fleet Capital Expenditure Financial Summary

An optimal financial position for capital expenditure supports improvements in safety, technology, and operational efficiency. It addresses the associated impacts, including costs for asset redesign resulting from vehicle model updates, supply delays caused by unforeseen events, design modifications, changes in operational requirements, discontinuation of component manufacturing, economic influences, and other anticipated or unexpected circumstances where costs are not disclosed or publicly available.

Table 1 - Fleet Capital Forecast ($ Real 206/27)

FY	Capital Expenditure $ '000	Revenue $ '000
2028	5,107	1,236
2029	7,141	1,508
2030	8,394	1,708
2031	6,941	1,398
2032	6,606	1,328

4. Fleet Asset Management Systems & Services

Powerlink utilises several systems for management of fleet assets to provide a diverse and dynamic view of the fleet to support evidence-based evaluations.

4.1. SAP

SAP S/4HANA supports budgeting, finance, procurement, fuel, maintenance, road tolls and asset tracking; reporting via SAC/Power BI complements decision-making.

4.2. Contract maintenance provider's management systems & services

Powerlink utilises a hybrid fleet management model, outsourcing select components under a 'do and charge' monthly arrangement to balance oversight and risk reduction. Regular benchmarking maintains transparency and competitiveness in third-party engagements.

Market evaluation is managed by the contracted maintenance provider, who accesses a wide dealer network, ensures supplier alignment with Powerlink's needs, and leverages national pricing for broad participation and value.

The maintenance provider's 'Fleet Intelligence' system enables reporting and analysis on fleet activities, compliance, fuel monitoring, service scheduling, and utilisation forecasting. A pooling system also streamlines booking and management of shared vehicles.

4.3. Fuel Supplier Web-Based Systems

The suppliers of Powerlink's fuel provide a web-based application to manage fuel card ordering and retirement. They also provide reporting for fuel usage and emissions reporting. Fuel data systems interface with the maintenance provider's management system for integrated reporting.

4.4. Health, Safety & Environment Management System

Powerlink's Health Safety and Environment Management System (HSEMS) is a combination of organisational arrangements including planning and review, consultative arrangements and specific risk management processes that combine to improve health, safety and environmental performance. Powerlink's HSEMS is focused on keeping staff healthy and safe, and to limit the impact of our activities on the environment.

PQ Switch is an information technology solution that assists in the collection, analysis and reporting of HSEMS related activities and incidents across Powerlink. PQ Switch utilises a closed loop methodology to record, action, monitor and complete safety activities and incidents. The system also provides reporting, inspections and auditing management.

4.5. Telematics (IVMS) Roadmap

Powerlink is reviewing in-vehicle telematics and vision analytics solutions to enhance safety (duress, crash detection, fatigue), compliance and maintenance. Privacy-by-design controls will apply (role-based access, de-identified trend reporting).

- Driver identification via app/NFC; trip attribution and fatigue tracking.
- Maintenance and fault code capture and alerts.
- Integration options with SAP and fleet management systems.

4.6. Integration with Powerlink's Risk Management Framework

All aspects of fleet management and associated systems are aligned with Powerlink's risk management framework to ensure consistent identification, assessment, and mitigation of risks. By ascribing to this framework, Powerlink maintains robust controls over operational, financial, and compliance risks, supporting business resilience and continual improvement. Regular review and proactive risk assessment underpin the safe and efficient management of fleet assets.

4.7. Feedback Management System

PQConnect is Powerlink's stakeholder information management system. It is the central database of information related to fleet asset and driver interactions with internal and external stakeholders. Powerlink utilises a closed loop process to record, action, monitor and complete feedback received from internal and external customers.

4.8. Document management

Fleet documents are managed via Powerlink's document management system, Objective, in compliance with Queensland State Archive legislation, Powerlink Records Management Standard and Document Management Framework.

4.9. Fleet Ownership

Powerlink owns and funds its fleet assets, providing strategic, financial, and operational control that aligns with regulatory, safety, and governance frameworks. This approach enables transparent cost attribution under AER guidelines, supports expenditure efficiency through direct lifecycle management, and strengthens compliance with Workplace Health and Safety and Heavy Vehicle National Law obligations by keeping maintenance, safety, and fleet data oversight within the business.

Since leasing arrangements are now reflected on balance sheets in the same way as owned assets, the former accounting advantage of leasing has become immaterial, making decisions hinge on operational efficiency, reliability, and effective asset management. Ownership enhances resilience during outage and emergency response, allows vehicle customisation for challenging conditions, ensures data sovereignty, and supports progress toward Environmental, Social, and Governance (ESG) goals such as ultra-low-emission vehicles and emissions tracking, making it a strategically aligned and transparent model for fleet management.

Key Financial Advantages	Regulatory and Strategic Relevance
Lower cost of capital and no lease margin	Supports prudent and efficient capex.
Retention of residual value	Reduces long-term TCO and strengthens balance sheet transparency.
Direct access to depreciation, FTC and tax benefits	Enhances financial efficiency and alignment with Cost Allocation Method principles.
Lifecycle and replacement flexibility	Enables optimisation of expenditure timing within regulatory period.
Transparent ownership costs	Supports demonstration of efficiency.

In summary, owning and funding the fleet internally provides Powerlink with a cost-effective, transparent, and controllable asset base that underpins safe, efficient, and sustainable service delivery. It ensures expenditure remains demonstrably prudent and efficient within the AER's regulatory framework while strengthening operational reliability, compliance assurance, and long-term value to customers.

4.10. Fleet Composition

Fleet growth during the July 2022 to June 2027 regulatory period reflects prudent and efficient investment to enhance network resilience, continuity of service, and reliability performance in line with service obligations.

Notable increases occurred within Field & Asset Management, which have direct responsibility for maintaining and constructing critical network assets. As custodians of operational assets, these teams required additional resources to manage increased workload and ensure timely, safe, and reliable network outcomes. These teams have historically been based in Brisbane but now due to the increased responsibility in Central and Northern regions are also based in Gladstone and Townsville.

The increased requirements for field-based resources to be outside of the metropolitan area has led to a review of the fleet requirements for these roles, this includes roles now based in regional hubs at Gladstone and Townsville. Where previously short-term rentals and leases had been utilised for projects, the need to provide resources which allow them to safely and efficiently deliver maintenance and project services across all Queensland has led to a review of this option. It was found that the continued use of these arrangements would lead to increased opex costs and the potential that vehicles being hired did not meet Powerlink's safety and operational standards.

This uplift represents a targeted and efficient adjustment to strengthen operational capability and sustain service reliability. No further fleet growth is anticipated, and the current establishment is expected to remain static across the forthcoming regulatory period, consistent with maintaining efficient levels of service and compliance with reliability and safety obligations. The structure supports the delivery of strategic and operational objectives of the business as detailed in the table below:

Table 3 Fleet Structure

Asset Category (Regulated Fleet)	Volume (As of Aug 2025)
Light Commercial	242
Passenger	65
Trailer	47
Material Handling	34
Heavy Commercial	11
Trailer/E	7
Plant	5
ATV	2
Total	413

5. Fleet Operations and Compliance Overview

Powerlink maintains a structured and risk-based approach to fleet operations, ensuring all vehicles and equipment are safe, compliant, cost-effective, and aligned with corporate asset management objectives.

5.1. Legislated Preventative Maintenance Programs

Powerlink applies a risk-based, whole-of-life approach to legislated fleet maintenance to ensure compliance, safety, and reliability. High-risk assets such as mobile and vehicle-loading cranes are maintained in line with Work Health and Safety legislation, Australian Standards, and manufacturer requirements.

Routine and major inspections are scheduled based on asset condition, utilisation, and design life, ensuring continued structural integrity and operational safety. Prior to major refurbishments, Powerlink assesses safety performance, lifecycle cost, and remaining useful life to determine the most sustainable and cost-effective outcome.

This approach ensures all regulated fleet assets remain safe, compliant, and fit for purpose, supporting Powerlink's commitment to efficient, sustainable, and responsible asset management.

5.2. Servicing and Maintenance Management

Fleet maintenance is planned and executed using a data-driven schedule based on odometer readings captured through fuel card systems. All servicing and maintenance activities are completed in accordance with manufacturer specifications, legislative requirements, and Powerlink maintenance standards, ensuring optimal asset performance and safety throughout the lifecycle.

5.3. Fleet Operating Expenditure

Fleet operating costs — including fuel, registration, tolls, and maintenance — are forecast annually and monitored monthly by Fleet Services and Finance. Budgets are informed by historical data trends, fleet utilisation, and inflation forecasts, with an annual benchmarking process undertaken alongside the contracted maintenance manager to ensure operational efficiency and value for money.

5.4. Fleet Asset Audit and Data Integrity

Powerlink conducts periodic audit and reconciliation of all fleet data, verifying asset details, driver allocations, and locations. Trailer and plant records are reviewed biannually, with continuous data updates maintained to support accurate reporting, traceability, and asset accountability.

5.5. Insurance and Risk Management

All Powerlink vehicles and trailers are insured under a comprehensive motor fleet insurance policy, which may also cover loss or damage of personal effects. Employees are personally responsible for incidents where insurance coverage is voided due to unlawful conduct, such as driving under the influence.

5.6. Fuel Management

Powerlink vehicles are supplied with primary and secondary fuel cards through the Queensland Government Arrangement 370 for card fuel and associated services. Alternative suppliers may be engaged where necessary to ensure supply stability and operational continuity.

5.7. Toll Management

Vehicles are fitted with electronic toll passes compatible with the Queensland toll network operated by Transurban, enabling automated toll payments and streamlined travel management across the state’s motorway and tunnel systems.

5.8. Infringements and Vehicle Misuse

Drivers are personally accountable for any traffic or parking infringements incurred while operating a Powerlink vehicle. All employees must adhere to applicable road laws and Powerlink policies, with non-compliance subject to internal disciplinary processes.

6. Fleet Asset Disposal

Powerlink manages the disposal of fleet assets through a structured, transparent, and value-driven process that aligns with its Asset Management Framework and internal governance requirements. Asset disposal supports Powerlink’s broader objectives of optimising lifecycle value, minimising operational risk, and ensuring sustainable asset renewal.

6.1. End-of-Term Disposal

Fleet assets are typically retired at the end of their operational term, following decommissioning and the removal of reusable components. Decommissioned assets are sold “as is” via public auction or other market channels to

achieve the best financial return with minimal transaction cost. Where assets are not sold through initial channels, alternate options such as fixed-price sales or re-listing may be employed.

6.2. Repairable Write-Offs

Where the cost of repair exceeds the asset's replacement cost, depreciated value, or expected life extension, or where repair would introduce unacceptable safety or productivity risks, the asset is classified as a repairable write-off. Such assets are disposed of through approved sales channels in accordance with Powerlink's disposal governance process.

6.3. Statutory Write-Offs

An asset is deemed a statutory write-off when damage is irreparable or when repair costs exceed the depreciated market value. This classification is determined through a repairer's assessment and confirmed by Powerlink's insurance provider, after which the asset is formally written off and disposed of in compliance with legislative and insurance requirements.

6.4. Disposal Governance and Valuation

All disposals are subject to internal approval in line with Powerlink's governance processes. Reserve pricing is established using condition assessment, market data, including local and national sales benchmarks, RedBook valuations, and historical Powerlink sales data, to ensure fair market outcomes. The disposal process prioritises transparency, financial responsibility, and alignment with corporate accountability standards.

7. Regulatory and Legislative Framework

The management, procurement, use, and maintenance of Powerlink's vehicle, plant, and heavy commercial fleet are governed by a range of national and state legislative instruments, Australian Standards, and codes of practice. These frameworks collectively establish the organisation's safety, environmental, and operational compliance obligations.

Together, these legislative, regulatory, and standards-based obligations ensure that Powerlink's fleet operations remain safe, efficient, compliant, and sustainable. The frameworks guide decision-making across the entire fleet lifecycle - from procurement and commissioning through to operation, maintenance, and disposal - supporting Powerlink's duty of care, environmental stewardship, and corporate governance commitments.

7.1. National Legislative and Regulatory Framework

- Heavy Vehicle National Law (HVNL) and associated National Heavy Vehicle Regulations, including:
  - General Provisions
  - Fatigue Management
  - Mass, Dimension and Loading
  - Registration
  - Vehicle Standards
- Road Vehicle Standards Act 2018 and Road Vehicle Standards Regulations 2019 (replacing the Motor Vehicle Standards Act 1989)
- Australian Design Rules (ADRs) – national standards for vehicle safety, emissions, and anti-theft performance
- National Code of Practice for Light Vehicle Construction and Modification (VSB 14)
- Vehicle Standards Bulletins (VSBs) – including VSB 6 (Heavy Vehicle Modifications) and VSB 10 (ADR Applicability Guidelines)
- Australian Standards (AS/NZS) – relevant to vehicle safety, plant management, and maintenance (e.g. AS/NZS 4801 / ISO 45001 for safety management and ISO 14001 for environmental management)

- National Environment Protection (Diesel Vehicle Emissions) Measure 2001

7.2. State Legislative and Regulatory Framework (Queensland)

- Work Health and Safety Act 2011 (Qld) and Work Health and Safety Regulation 2011 (Qld) (including the *Work Health and Safety and Other Legislation Amendment Regulation 2024 (Qld)*)
- Transport Operations (Road Use Management) Act 1995 (Qld) and Transport Operations (Road Use Management—Road Rules) Regulation 2009 (Qld)
- Queensland Code of Practice – Vehicle Modifications
- Vehicle Standards Instructions (Department of Transport and Main Roads)
- Environmental Protection Act 1994 (Qld) – for vehicle emissions, spill management, and end-of-life environmental controls
- Electrical Safety Act 2002 (Qld) – for EV and hybrid systems, plant electrics, and charging infrastructure compliance

7.3. Organisational and Industry Standards

Powerlink applies recognised industry and organisational standards that reinforce compliance and continuous improvement, including:

- ISO 45001 – Occupational Health and Safety Management Systems
- ISO 14001 – Environmental Management Systems
- ISO 31000 – Risk Management Frameworks
- Use of Powerlink Vehicles Procedure
- Driver Training Competencies Specification
- Fleet Procurement Guideline
- Health, Safety and Environment Management
- Governance Framework
- Risk Management Framework
- Procurement Framework
- Powerlink Compliance Manual
- Powerlink Code of Conduct Standard

8. Future Fleet Technology and Enhancements

8.1. Objective

Powerlink's fleet operations aim to align with the Safe System Framework and the Intelligent Transport System (ITS) Strategy, ensuring a progressive, sustainable, and safety-led approach to fleet management. This priority supports Powerlink's commitment to operational excellence, workforce safety, and environmental responsibility.

Powerlink will continue to modernise its vehicle fleet by leveraging emerging technologies, intelligent systems, and low-emission alternatives. The intent is to build a future-ready fleet that delivers improved safety outcomes, enhanced operational performance, and measurable reductions in environmental impact.

8.2. Alternative Energy and Low-Emission Technologies

Powerlink will investigate and progressively adopt vehicle technologies that reduce greenhouse gas emissions, enhance fuel efficiency, and lower maintenance requirements. This includes:

- Transitioning to hybrid, electric, hydrogen, bio-diesel, and ethanol-powered vehicles where operationally and economically feasible.

- Aligning vehicle procurement with corporate sustainability and decarbonisation targets.
- Leveraging partnerships and market developments to access evolving zero-emission technologies.

8.3. Enhanced Vehicle Design and Safety Integration

Fleet sourcing will prioritise safety and operational functionality by adopting vehicles that:

- Improve manual handling, load management, and driver visibility.
- Incorporate integrated communication and safety technology systems.
- Include manufacturer-designed safety features, reducing the need for aftermarket modifications.
- Enhance safe access and egress for operators.
- Employ advanced driver-assistance systems (ADAS) such as adaptive cruise control, Road Sign Assist, lane departure warning, and collision avoidance technology.

8.4. Connected and Intelligent Fleet Systems

Powerlink will utilise digital technologies and data-driven insights to enhance fleet performance and driver safety through:

- Telematics and vehicle monitoring systems that enable real-time performance tracking and predictive maintenance.
- Driver attention detection and behavioural monitoring to support a proactive safety culture.
- Automatic crash notification and incident management capabilities to ensure rapid response and continuous improvement.

Through these initiatives, Powerlink aims to establish a future-ready fleet that embodies innovation, safety, and sustainability — supporting the organisation's broader commitment to a safer, smarter, and cleaner transport future.

8.5. Expected Outcomes

- A safer, smarter, and more sustainable fleet that supports Powerlink's operational, safety, and environmental objectives.
- Reduced operational emissions in alignment with Powerlink's sustainability commitments.
- Improved driver safety, wellbeing, and performance through enhanced vehicle technology.
- Increased data visibility and utilisation to inform evidence-based fleet decisions.

9. Closing Summary

The Powerlink Fleet Management Plan is active and embedded within Powerlink's Asset Management Framework, ensuring the safe, efficient, and sustainable operation of fleet assets in compliance with AER regulatory requirements. The plan is continually monitored and refined to reflect emerging technologies, operational needs, and legislative changes. This ongoing approach demonstrates Powerlink's commitment to best-practice asset stewardship, delivering safe, reliable, and cost-effective fleet performance that supports the efficient delivery of network services across Queensland.

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