

## HEAVY VEHICLE NATIONAL LAW AMENDMENT BILL 2025

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<b>Submitted by:</b>	Local Government Association of Queensland
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community deserves  
to be a liveable one

16 September 2025

Committee Secretary  
The Queensland State Development, Infrastructure and Works Committee  
Parliament House  
George Street  
BRISBANE QLD 4001

Dear Committee Secretary,

**RE: LGAQ Submission - Heavy Vehicle National Law Amendment Bill 2025**

The Local Government Association of Queensland (LGAQ) welcomes the opportunity to provide feedback to the State Development, Infrastructure and Works Committee (the committee) on the *Heavy Vehicle National Law Amendment Bill 2025* (the Bill), released for consultation in August 2025.

The LGAQ, as the peak body for local government in Queensland, has been advising, supporting and representing local councils since 1896, enabling them to improve their operations and strengthen their relationships with their communities.

The LGAQ does this by connecting councils to people and places; supporting their drive to innovate and improve service delivery through smart services and sustainable solutions; and providing them with the means to achieve community, professional and political excellence.

Importantly, the LGAQ has made several detailed submissions throughout the HVNL reform process, including:

- 2019 *'Easy Access to Suitable Routes (HVNL Review) Issues Paper*
- 2019 *National Transport Productivity Reform Issues Paper*
- 2020 HVNL Review Consultation
- 2023 *Heavy Vehicle National Law Consultation Regulation Impact Statement (C-RIS)*

The LGAQ recognises the Bill's intent to enhance safety and productivity, reduce regulatory burden, and modernise accreditation and compliance frameworks under the *Heavy Vehicle National Law (HVNL)*.

In accordance with the LGAQ's Policy Statement, a definitive statement of collective voices from our councils across Queensland, the following statements represent the agreed policy positions that are relevant to the Bill.

**8.1.5 Freight and Heavy Vehicle Management**

- 8.1.5.1 Recognising that the majority of freight tasks start and finish on a local government-controlled road, councils play a critical role in responding to the growing freight task.
- 8.1.5.2 Local government should be engaged as a legitimate partner in the Heavy Vehicle Road Reform being pursued at the national level.
- 8.1.5.3 Local government is committed to working with Federal and State governments to develop strategic freight routes, and to address impediments to accessing the locally controlled network.



- 8.1.5.4 Local government is committed to working with the National Heavy Vehicle Regulator and other regulatory agencies to ensure that heavy vehicle reforms benefit councils.
- 8.1.5.5 Local government requires simplified, aligned and transparent heavy vehicle permit approval processes.
- 8.1.5.6 Local government calls on the State Government to provide heavy vehicle trailer breakdown facilities where a heavy vehicle permitted route terminates.
- 8.1.5.7 Local government calls on the Federal and State governments to provide adequate funding to repair damage to roads associated with heavy vehicle use, and to upgrade or construct roads, including bridges and culverts, to facilitate improved heavy vehicle access.
- 8.1.5.8 Local government calls on the State Government to maintain rail as an accessible freight mode, particularly for agricultural commodities.
- 8.1.5.9 While local government acknowledges that technologies are being developed to improve route and impact monitoring of heavy vehicles, councils require access to Intelligent Access Program data and better information on the impact of high mass limits, performance-based standards and multi-combination vehicles on varying pavements through braking, traction and horizontal forces.

Noting the above policy positions of Queensland councils, the LGAQ highlights that local government plays a critical role in facilitating and managing freight access on the local road network, which forms the start and end point for most freight journeys. Councils remain committed to working with the NHVR and Federal and State governments to improve freight productivity.

The Bill makes targeted amendments to reduce red tape around fatigue management record keeping and to improve safety outcomes through a new driver fitness duty. On this basis, the LGAQ has no opposition to the Bill.

**Recommendation 1:** The LGAQ recommends that the Regulator work in partnership with local government to support the implementation of Safety Management Systems for council operated heavy vehicle fleets, including through targeted guidance and capacity building support.

**Recommendation 2:** The LGAQ recommends that the Bill, or supporting regulations, include provisions to ensure local government consultation in the development of Codes of Practice or regulatory instruments that affect road access, permitting and infrastructure impacts.

**Recommendation 3:** The LGAQ recommends that a cost recovery mechanism be developed to ensure local governments can sustainably manage the infrastructure impacts associated with increased freight access to the local road network. As freight demand continues to grow and heavy vehicle reform seeks improved general access arrangements, it is critical councils are supported through an equitable funding model that accounts for heavy vehicle impact to local roads.

If you have any questions about any element of this submission, please do not hesitate to contact [REDACTED] – Lead, Roads and Transport via email at [REDACTED] or phone on [REDACTED].

Yours sincerely,

Alison Smith  
CHIEF EXECUTIVE OFFICER