

HEAVY VEHICLE NATIONAL LAW AMENDMENT BILL 2025

Submission No:	7
Submitted by:	CANEGROWERS
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Submitter Comments:	

15 September 2025

Committee Secretary
State Development, Infrastructure and Works Committee
Parliament House
George Street
Brisbane Qld 4000

Dear Committee Members,

RE: Heavy Vehicle National Law Amendment Bill 2025

CANEGROWERS welcomes the opportunity to provide a submission to the committee on the Heavy Vehicle National Law Amendment Bill 2025.

CANEGROWERS is the peak body for the sugarcane industry with the sole purpose of promoting and representing the interests of sugarcane growers since our inception in 1926.

CANEGROWERS supports components of the bill to reduce red tape, remove duplication and strengthen ministerial direction powers whilst opposing any additional record keeping obligations being placed on growers and changes to the Industry Codes of Practice framework that reduce industry input into the process.

In addition to the amendments included in the bill we wish to raise two further matters that we believe will help simplify operations for growers and remove uncertainty around their operations. These have been set out below.

Position on Proposed Amendments

New Duty to be fit to drive:

CANEGROWERS do not oppose the expansion of the duty to be fit to drive to apply to drivers of vehicles over 4.5 tonnes regulated under the NHVL provided that this expansion does not include any additional reporting or recording keeping requirements for growers or contractors.

Whilst we recognise the importance of ensuring that heavy vehicle operators are fit to drive, any additional written compliance obligations especially on tractor combinations that travel only short distances would place an unnecessary burden on businesses in our industry, with limited safety benefits.

Improved CoP Framework

CANEGROWERS do not oppose changes to the preparation of codes of practice provided that the changes do not reduce industry input into the process. Industry involvement when developing codes of practice is necessary to ensure that they are practical and align the expectations of those for which they have been developed.

New Ministerial direction and Approval Powers:

CANEGROWERS supports the proposal to add new ministerial direction and approval powers. These powers will reduce bureaucracy and provide the government more flexibility to quickly address issues arising within the National Heavy Vehicle regulator.

This proposal will help the NHVR remain accountable and ensure that necessary action can be taken without administrative delay.

Shifting prescriptive detail into regulations:

The transfer of prescriptive detail from the Act to regulation is a sensible step that will enable necessary changes to practice to occur without legislative change. CANEGROWERS supports this process, with the expectation that any regulatory changes will be subject to appropriate consultation with industry to ensure practicality and a minimal compliance burden.

Consequential amendments to Queensland legislation

CANEGROWERS supports the removal of duplicate sections from the Heavy Vehicle National Law as included in this bill. This is a sensible measure and will remove any potential for uncertainty created by duplicate segments in the legislation.

Proposed Additional Matters for Consideration:

Removal of uncertainty around record keeping requirements for haulout operators

CANEGROWERS requests that the current uncertainty around record-keeping obligations for tractor-trailer cane haulout vehicles be resolved.

The absence of clear guidance on this matter has created unnecessary confusion for industry operators, who need certainty to comply with the law while managing the practical demands of the harvest. Tractor trailer haulout combinations are distinct from trucks in both design and operation and rarely travel more than a few kilometres to deliver cane each day. Truck-style record-keeping requirements on these vehicles, would be disproportionate and impractical for industry.

CANEGROWERS seeks an amendment that sets out that tractor combinations used for transporting cane short distances may operate without keeping a daily written use record.

Clarification of Rest and Fatigue Rules

In the sugar industry, work stoppages are common with haulout drivers often stopping work due to delays in bin deliveries or mill stoppages. During this period, haulout drivers exit the vehicle and may rest for periods that extend into hours.



Some in the industry have queried how this rest period should be measured when accounting for hours worked. To address this, CANEGROWERS seeks an amendment be introduced that clarifies how rest is accounted for when determining compliance with fatigue rules. This change would provide growers and contractors with the certainty needed to operate whilst complying with the law.

CANEGROWERS wishes to thank the committee for considering the submission and welcomes the opportunity to engage further on the matters raised.

The policy contact for this matter is Mr [REDACTED] Policy Officer. For any questions do not hesitate to email [REDACTED] or phone [REDACTED].

Yours Sincerely

Mr Dan Galligan
CANEGROWERS CEO