



Speech by

**Hon. Anastacia Palaszczuk**


**MEMBER FOR INALA**

Hansard Wednesday, 25 May 2011

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## **MINISTERIAL STATEMENT**

### **National Heavy Vehicle Regulator**

 **Hon. A PALASZCZUK** (Inala—ALP) (Minister for Transport and Multicultural Affairs) (10.20 am): Moves to make Queensland home to the national heavy vehicle regulator have taken a major step forward. I can inform the House that all states and territories have agreed to set up a national heavy vehicle regulator to administer a uniform approach to the management of the heavy vehicle industry in Australia. Transport ministers from the Commonwealth, states and territories made the decision at a meeting of the Australian Transport Council in Alice Springs last Friday.

The establishment of the regulator will now be progressed at the next meeting of COAG. Once set up in Queensland this new regulator will be responsible for administering the nationwide rules and regulations for all vehicles over 4.5 tonnes, including inspection standards, safe driving hours, mass limits and registration. The move from state based to national regulations will improve the safety and productivity of the trucking industry, including here in Mackay. It is also a big tick of confidence in the state's ability to lead the way on heavy vehicle reform. Victoria and New South Wales were originally in the running, but I am pleased to report that, at the end of the day, Queensland won out. Queensland will be home to the new CEO and regulator's office that will boost productivity and improve safety in this critical industry.

Almost 75 per cent of freight in Australia is carried by trucks, including every item we see on the supermarket shelves. It is vital for regional economies. The number of freight vehicles in Queensland has grown by 23 per cent in the last four years alone and it is expected to triple by 2050. Trucks do not know borders. Even little differences in rules and red tape can add big costs to doing business. This decision, as part of the Commonwealth government's effort to create a seamless national economy, will tackle the challenges of inconsistent heavy vehicle regulation between state and territory jurisdictions.

I would also like to acknowledge the work of all in the industry who have worked with the Bligh government to bring about these reforms. Legislation will be introduced into Queensland parliament later this year. It is proposed that the heavy vehicle regulator will be fully operational across Australia by early 2013.