




Speech by

Deb Frecklington

MEMBER FOR NANANGO

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HEAVY VEHICLE NATIONAL LAW BILL

 **Mrs FRECKLINGTON** (Nanango—LNP) (11.10 am): I rise to support the Heavy Vehicle National Law Bill 2012. As Assistant Minister for Regulatory Reform, it is pleasing to discuss a bill which aims to actively reduce red tape and regulation. In fact, the development of this single, consolidated body of heavy vehicle national law will significantly reduce the regulatory burden on the freight industry, not just in Queensland but nationally. Queensland should be justifiably proud of its role in the creation of this bill. In February 2010 Queensland was chosen as the host jurisdiction to lead the national implementation of the national law and the establishment of the National Heavy Vehicle Regulator. We were given this role in recognition of our state's positive working relationship with the transport industry and our strong support for an adoption of previous national heavy vehicle legislation. With the passing of this bill we will see the establishment of the National Heavy Vehicle Regulator here in Queensland, which is an excellent outcome.

From my own perspective and that of the constituents of the Nanango electorate, this bill will help local transport businesses carry out their daily work with less stress, less regulatory burden and less hassle from agencies. It will mean that a transport company can contact one central agency—the National Heavy Vehicle Regulator—for registration renewals, logbook queries, access permits and escort requirements for wide loads. The intention of this bill if drivers are crossing the border to travel interstate means that they will no longer need to comply with each jurisdiction they enter to receive multiple approvals and access permits. This single regulator will ensure that the current level of regulatory inconsistency, costs and red tape will be drastically reduced.

I want to provide the House with some examples. Seiler's Transport, based in Kingaroy and one of our wonderful local businesses which employs many people, delivers pigs to New South Wales at least three times a week. Queensland has volume loading, which means that Seiler's trucks can weigh 50 tonnes. This means that it can keep the cost of freight for livestock to a lower amount for our farmers. However, once the trucks cross into New South Wales they can only carry 42.5 tonnes, as New South Wales does not have volume loading. In real terms, this is 60 fewer pigs each trip to New South Wales and potentially an extra load, costing the farmer some \$3,000 to get the remaining pigs to market. Just three weeks ago a Seiler's truck was booked in New South Wales for being overloaded. Now that they cannot weigh the pigs on their farm or at a depot, as both Seiler's and the farmer cannot afford the set of scales at \$130,000 and the closest scales are several hundred kilometres away, is this local transport agency supposed to travel out of its way to weigh its truck, and then what does it do with the extra pigs when it gets across the border if it is overloaded? Is it to leave them on the side of the road?

It is these types of inconsistencies between states that hinder and annoy our transport companies. Family owned companies like Seiler's, which employs many people, keep our agricultural industry alive. It also relays the experience of purchasing custom trailers. Seiler's must purchase its pig crates from Wagga Wagga, as this is where custom pig crates are made. It means though that it must receive a permit from the New South Wales transport department to drive the trailer unregistered back to Queensland, where it will remain off-road until it can be assessed and registered in Queensland. If there were standard rules across the states, this process would be sped up and the trailer would be on the road much sooner,

creating more employment. Kingaroy Freight Express, while it does not travel interstate, says that the laws and central regulator can only help its business. For that business it will mean it is easier to establish the current correct regulations and its drivers can be confident when they are out on the road that they will comply with current regulations.

The new heavy vehicle law will replace eight sets of laws that operate across Australia. Obviously, this can only help the owners and operators of transport companies which, on a daily basis, work their way through a maze of red tape and heavy regulatory burden. The new law will promote productivity in the sector and rather than staff spending hours on the phone to various government bodies and agencies they will be able to make one call to solve their problem. I look forward to the positive outcomes that this bill will create and the commencement of the National Heavy Vehicle Regulator by 1 January 2013. I congratulate the Minister for Transport and Main Roads for his work in introducing this bill, and I commend the bill to the House.