



Speech by


**Lisa France**

**MEMBER FOR PUMICESTONE**

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## HEAVY VEHICLE NATIONAL LAW BILL

 **Mrs FRANCE** (Pumicestone—LNP) (11.06 am): I rise in support of the Heavy Vehicle National Law Bill 2012. I am pleased to offer my support to yet another bill proving the Newman government's commitment to reducing red tape and growing a four-pillar economy. The Heavy Vehicle National Law Bill amends 12 previous model laws across Australia and introduces a single national law reducing regulation and red tape.

Queensland has the responsibility of being the first jurisdiction in Australia to introduce the new law. In its submission to the Transport, Housing and Local Government Committee the Australian Livestock and Rural Transporters Association commended the decision to name Queensland as host jurisdiction. The submission noted—

The regional diversity of Queensland, which is well reflected in the State Parliament, means that Queensland always takes a balanced and responsible view of the transport industry and is well suited to being the host of the National Law.

One of the significant benefits to the heavy vehicle industry as a result of the introduction of a national law is the provision of timely advice surrounding access to the road network. The permit application process will be coordinated nationally by the regulator, and one access permit will cover each applicable jurisdiction.

The National Heavy Vehicle Regulator project office highlighted a key benefit of the new system in the committee's report: those with local knowledge still get to make the decisions about what vehicles travel on what part of the road network, while still maintaining a high level of consistency nationally.

A single permit will be issued with a straightforward set of operating conditions and the process will be streamlined, with regulators dealing with cross-border asset owners and local governments on behalf of operators. This drastically reduces the red tape currently surrounding the permit application process and has been welcomed by Queensland's freight industry. The regulator will administer a national access management system which will provide for access permit applications to be simultaneously sent to decision makers in council and state road authorities.

This will help facilitate a simplified approach to access decisions and allow road managers to undertake their assessment tasks at the same time. Access applications will be coordinated by regulator case managers. The creation of ministerial guidelines will ensure a high level of consistency, resulting in the effective operation of the new national system. Ministerial guidelines will provide a set of principles to be developed in conjunction with the regulator, road managers, local councils and state road agencies to assist the decision-making process. This will help the regulator improve the consistency of decisions made across all jurisdictions. It is important to note that current Queensland access arrangements will remain. This includes livestock loading, the grain Harvest Management Scheme and existing higher mass limits. The bill allows for the potential to extend such routes in the future, one of the key promises in the LNP's six-month plan. Any extensions of such routes would be undertaken in consultation with asset owners. The regulator will work closely with industry to support their common goal of increased productivity across the entire road network.

The benefits to owners and operators from having consistent and informed decision making is clear. The impact of regulated access applications on industry will be significant. The Queensland Trucking

Association in its submission to the committee summarised the importance of this legislation to Queensland, saying—

... the legislation is consistent with the LNP Government's 'Four Pillar approach' to the exercise of policy and Legislative priority.

In particular, it continued that the legislation will lower the cost of operating a road transport business and reduce red tape for an industry which is critically important to and services construction, agriculture, tourism and resources. This legislation will help Queensland and the rest of Australia to 'keep on truckin'. I commend the bill to the House.