




Speech by

Shane Knuth

MEMBER FOR DALRYMPLE

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HEAVY VEHICLE NATIONAL LAW BILL

 **Mr KNUTH** (Dalrymple—KAP) (11.40 am): The Heavy Vehicle National Law Bill 2012 seeks to reconcile variations between the states with regard to heavy vehicle laws so that transport operators, companies and drivers do not have to deal with a raft of different regulations when conducting transport operations. A national framework makes sense and it makes it easier for regulators in the different jurisdictions. The unified approach also enables industry to improve efficiency and reduces the administration burdens, particularly on small transport companies and owner/operators. Industry and regulators alike have welcomed the implementation of the unified approach and the establishment of the single regulatory body.

However, there have been disagreements with regard to what this should be like, and I would like to touch on two issues raised in the submissions. The first is the assurance by the National Heavy Vehicle Regulator project office of the retention of local productivity arrangements that will be of benefit to the primary producers and, particularly, the cattle industry. Local productivity initiatives are essential to primary industry operations, particularly seasonal industries, and I hope these continue to be retained in the future.

The second issue is the recommendation by the National Road Freighters Association that the Western Australian model of fatigue management be adopted, particularly the code of practice for fatigue management for commercial vehicle drivers, which is contained in the National Road Freighters Association submission to the committee. Fatigue management systems have proven to be one of the most difficult things to get right but can mean the difference between the survival and extinction of small transport companies that are competing against large multinationals with whole fleets of drivers and vehicles. It is vitally important that any fatigue management system accommodates the unique difficulties faced by small companies so that the logistical disadvantages experienced by those small operators do not translate into economic loss in regional communities such as the Tablelands, where owner/operator transport companies contribute significantly to the local economy. I commend the bill to the House.