



Speech By  
**Shane King**


**MEMBER FOR KALLANGUR**

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Record of Proceedings, 16 February 2017

**TRANSPORTATION AND UTILITIES COMMITTEE**

**Report, Motion to Take Notice**

 **Mr KING** (Kallangur—ALP) (12.23 pm): I move—

That the House take note of Transportation and Utilities Committee report No. 32, titled *Auditor-General report 20: 2015-16—Heavy vehicle road access reforms*, tabled on 2 December 2016.

The report which came before our committee was fairly uncontentious, but we will go through it and have a bit of a chat about it. To give the House a bit of background, in 2011 COAG agreed to the creation of the National Heavy Vehicle Regulator to administer one set of national rules under the Heavy Vehicle National Law. The board of the National Heavy Vehicle Regulator reports to the responsible ministers who represent the Australian government in each state and territory which have agreed to participate.

Initially COAG planned for the National Heavy Vehicle Regulator to be fully operational by the end of 2012; however, transport ministers from participating states and territories revised the commencement date for the new access management arrangements firstly to July 2013 and then September 2013. It eventually began to process access permits from 10 February 2014. Four days later operators expressed their dissatisfaction with the system and the processes associated with the online one-stop-shop portal for access applications. As a result, the participating state and territory governments asked the National Heavy Vehicle Regulator to delegate responsibility for processing certain categories to the relevant states and territories. The Queensland Audit Office undertook to examine how well the National Heavy Vehicle Regulator addressed the root causes of the failure of the access management function.

The Queensland Audit Office advised our committee that they undertook this audit because they believed it was important to identify the lessons learned from the National Heavy Vehicle Regulator's failed implementation of the heavy vehicle access management function. In their report they concluded that the NHVR had not implemented the one-stop-shop access management system as intended because it went live before it was ready and as a result it had denied industry the full benefits of the new law; it had not used public resources as efficiently as possible; and the National Heavy Vehicle Regulator board should have done more to alert government to the ramifications of implementing the new arrangements and done more to mitigate the risks. They also stated that the benefits expected of the reforms will only be delivered if the National Heavy Vehicle Regulator, state, territory and local government road managers work effectively together to implement the Heavy Vehicle National Law. They also noted that—

The NHVR board and management have learnt from their mistakes—they now engage better with their stakeholders and have changed their project management approach, releasing system changes in stages after much planning and testing.

As I said, the report was fairly uncontentious. The problems that occurred have largely been fixed, and that is what the audit picked up.