




Speech By
Colin Boyce

MEMBER FOR CALLIDE

Record of Proceedings, 5 September 2018

HEAVY VEHICLE NATIONAL LAW AMENDMENT BILL

 **Mr BOYCE** (Callide—LNP) (12.37 pm): I rise to make a contribution on the Heavy Vehicle National Law Amendment Bill 2018. The bill is self-explanatory and is a matter of course. The HVNL is the cornerstone of the Council of Australian Governments' national heavy vehicle reform agenda and ensures that the industry can operate across state borders without conflicting regulatory requirements.

The HVNL regulates matters relating to the operation of heavy vehicles such as mass and dimension, vehicle safety standards, driver fatigue management, heavy vehicle accreditation and use of intelligent transport systems. The HVNL also places obligations on identified off-road transport parties involved in the transport and logistics chain—the chain-of-responsibility parties—and includes enforcement powers and administrative provisions.

The bill amends the HVNL to implement nationally agreed reforms that include strengthening investigative and enforcement powers for authorised officers, increasing freight volumes where mass is not a constraint and transferring load restraint performance standards from guidance material to the HVNL. The bill also makes minor technical amendments resulting from the maintenance process for the HVNL that remove unnecessary administrative or regulatory burdens and to ensure that the HVNL remains contemporary and fit for purpose. The bill also inserts a provision into the part of the act that governs the application of the HVNL in Queensland. This provision will streamline court processes for the prosecution of fatigue related offences.

A complete review of the legislation governing the HVNL has been flagged for 2019 and I welcome it. As the member for Chatsworth has stated, I own a road train. I am an owner-operator. I would like to inform the House that it is constantly on my mind every time my truck is on the road and the consequences of what happens when things are not right and things go wrong. Just recently my son brought a load of fat bullocks to the meatworks at Dinmore. You come through Toowoomba—18 sets of traffic lights—down James Street in peak-hour traffic and down the Toowoomba range, which is quite a hair-raising experience, I can assure members. The day before that particular trip to Brisbane there was a truck rollover in the middle of Toowoomba in James Street, and I sent my son a video of exactly what happened. That is part of my chain of responsibility as a heavy vehicle owner.

I fully support measures that address conflicting regulatory requirements across state borders in regard to safety and operations in the heavy transport industry, and I would remind the House that trucks carry Australia.