



Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

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HEAVY VEHICLE NATIONAL LAW AMENDMENT BILL

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (2.56 pm), in reply: I would like to thank all members for their contributions to the debate on the Heavy Vehicle National Law Amendment Bill 2018. I thank the committee for its thoughtful consideration of the bill and I acknowledge the National Transport Commission and the National Heavy Vehicle Regulator for all their hard work and close collaboration with jurisdictions to continually improve the heavy vehicle national law. Industry were consulted throughout development of the amendments and have been positive in their support.

This bill brings to an end a lengthy process to reform chain of responsibility under the national law. The safety of all those who work within the industry or interact with heavy vehicles on a daily basis is of paramount importance. Commencement of these reforms will establish the foundation for a more proactive approach to safety within the heavy vehicle transport and logistics industry. Given the National Heavy Vehicle Regulator's commitment to an extensive consultation process on chain-of-responsibility reforms, I am confident that the concerns of primary producers have been addressed. Authorised officers will be in a better position to manage compliance of the national law, while industry is set to benefit from improved access and greater productivity without an increase in red tape or a reduction in road safety.

I note a number of members referred to undertaking a review of the heavy vehicle national law. I can confirm for the chamber's benefit that this review is occurring. It will be a back-to-basics review of the legislation and will call on the knowledge and experience of independent experts to inform and provide advice to develop a best practice legislative framework. The terms of reference and approach to the heavy vehicle national law review will be considered by myself and my fellow ministers at the transport and infrastructure council meeting this November. I expect the review will commence shortly after that.

I also note the committee recommendation about the definition of the term PBS in the heavy vehicle national law. I am supportive of improving clarity of the legislation to assist interpretation. I will be writing shortly to the National Transport Commission to ask for this issue to be addressed in the next maintenance package for the heavy vehicle national law and that these types of issues are taken into consideration in the formulation of the new heavy vehicle national law following the upcoming review.

The member for Hervey Bay referred to work diaries. In May this year the National Heavy Vehicle Regulator began accepting applications for the approval of electronic work diary systems. This technology will reduce red tape, improve productivity and make compliance with fatigue management record keeping provisions easier for industry.

The member for Gregory raised an important issue around the use of rest stops. I agree with him and other members that trucks should have priority and that rest stops serve an important function to ensure drivers can manage fatigue. I have already asked my director-general to undertake an investigation into both usage practices and the management of rest stops and report back to me.

I thank the Queensland Trucking Association and Mr Gary Mahon, who organised for me a trip on 24 June on a Mack Superliner with driver Craig Kelly from South East Queensland Hauliers. We drove from Brisbane to Maryborough. It was a very valuable experience, although I note that I have travelled on heavy vehicles quite a number of times. It was a very good experience to have to deal with some of the challenges that truck drivers face on our roads. It was a pretty wet morning, which added to the experience.

I note that the very next day the member for Chatsworth and the member for Callide announced that the shadow minister for transport was also going to be travelling on a truck, in the electorate of Callide, which they did a week and a half later. They say that imitation is the sincerest form of flattery. Their imitation was not only in method; the member for Chatsworth even travelled in the same kind of truck, a Mack Superliner. Very helpfully, on 6 July the member for Callide reported in the *Gladstone Observer*, 'Mr Minnikin had never been in a big truck before.' I am very glad to see that the horizons are broadening for the member for Chatsworth. He is getting new experiences. It is great to see him following the lead of this government and is getting out there and seeing what is happening on our road networks.

The electorate of the member for Callide has benefited hugely from the Palaszczuk Labor government's investment in the Dawson Highway, where we have replaced four load limited bridges. That very substantial package of work is now completed. A lot of work is happening on the Warrego Highway, at the southern end of his electorate. I do not think he mentioned that in his press releases, but certainly I note it here today.

I thank all of the staff of the Department of Transport and Main Roads for their hard work on the bill. Thank you for your commitment and support on this matter. I also thank my ministerial staff. I commend the bill to the House.