




Speech By
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MEMBER FOR KURWONGBAH

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HEAVY VEHICLE NATIONAL LAW AMENDMENT BILL

 **Mr KING** (Kurwongbah—ALP) (3.58 pm): I also rise today to make a contribution to the debate on the Heavy Vehicle National Law Amendment Bill 2019. Here we are again with some more exciting amendments to the heavy vehicle national law. As Queensland is the host jurisdiction for the HVNL, to use the acronym, we in the Queensland parliament must first consider and pass amendments to these national laws before they can be applied in the other participating jurisdictions.

The explanatory notes for the bill detail amendments to the HVNL Act to implement nationally agreed reforms with necessary amendments. Some of these amendments are as follows: this bill will improve consistency between a vehicle defect notice and a self-clearing defect notice. The committee sought additional information regarding the definitions of a 'major defect notice', a 'minor defect notice' and a 'self-clearing defect notice'. Members will be excited to know that the department explained that the difference depends on the severity of the defect of the vehicle. They advised that a major defect could be a structural issue with steering components or a chassis issue, which I am sure we all agree should be treated as a major defect. For example, there might be a cracked chassis. A major defect such as that would ground the vehicle, meaning that the vehicle could not continue on its journey and may not be able to be repaired or will need major repair.

Minor defects, as mentioned before, could be something as simple as a lightbulb being out on a trailer or something of that kind. The department explained that a self-clearing defect is generally one of those minor defects that can be self-cleared and self-checked, because it is an easy replacement; however, the department advised that there are some minor defects that will need to be checked by an authorised officer. Those minor and self-clearing defects still must be rectified within 28 days.

The bill will enable the recognition of modifications to heavy vehicles that have been approved in nonparticipating jurisdictions. I believe the member for Callide has mentioned from time to time that that helps out with his trucks in the Northern Territory. This bill is a win for him and others who have trucking companies that move between these nonparticipating jurisdictions and ours. Currently these modifications are not recognised under the HVNL, but this bill will remove the need for an operator from Western Australia or the Northern Territory to have a modification reassessed and approved under the national law.

If a modification to a vehicle has been approved by an approved vehicle examiner, a modification plate or label indicates that the modification complies with the code of practice prescribed by the national regulations and that has been fitted to a conspicuous part of the vehicle, the vehicle will not need to be reassessed. The bill will also improve productivity by allowing certain semitrailers greater access to the road network where mass is not a constraint. This is to be achieved by amendments that will allow specified semitrailers to operate from 4.3 to 4.6 metres high under the legislation without need for a notice or an individual permit.

I will leave other amendments invoked by this legislation to other contributors, otherwise we all will talk about the same things. Before finishing, I would like to thank the rest of the Transport and Public Works Committee members for their continuing work on the heavy vehicle national law in Queensland.

We had one recommendation—that the bill be passed. As always, I thank our hardworking secretariat and all who submitted for their part in our report. Without a doubt, we will be back soon with more instalments to heavy vehicle national law and, like everyone in this place, I cannot wait! I commend the bill to the House.