



Speech By  
**Colin Boyce**


**MEMBER FOR CALLIDE**

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Record of Proceedings, 12 May 2021

## **ADJOURNMENT**

### **Callide Electorate, Heavy Vehicle Permits**

 **Mr BOYCE** (Callide—LNP) (7.06 pm): I rise to point out some current issues that need addressing in relation to the Department of Transport and Main Roads, DTMR, and the National Heavy Vehicle Regulator, NHVR, regarding the issuing of permits and fines that are affecting the heavy crane industry at Biloela and in particular Lee Crane Hire at Biloela. Lee Crane Hire is a local business that services the Central Queensland mining and resource industry and also the Queensland power generation industry, particularly Callide Power Station, and into the future the development of the renewable energy sector. It also services many other construction projects such as bridges and water infrastructure. The company has 55 machines, nine of which are special-purpose vehicles which operate under an Intelligent Access Program, IAP. These large cranes require single-trip permits issued by DTMR under NHVR compliance every time they travel to and from a job.

Given these oversize, overweight cranes are automatically tracked by DTMR through the Intelligent Access Program, DTMR can determine exactly where and when these cranes have travelled. DTMR has put into place geofencing, which is an electronic device on all bridge and road infrastructure that has been deemed to be suspect in its ability to be able to carry large oversize, overweight machines. This electronic geofencing automatically registers IPA equipped cranes and determines whether or not a permit has been issued and automatically issues a fine if it has not.

Problems arise when we consider the length of time it takes to get a single-trip permit. This, in some cases, can take many weeks because of the bureaucratic incompetence of the department in issuing permits. It also raises questions as to the practicality of the permit system. If I have a permit today, why do I need one tomorrow given that no-one is ground proofing or checking the integrity of the bridge or road infrastructure? This has now become a revenue-raising exercise. A permit costs \$75. A fine is \$685. If people do not have a permit to go to work, they go to work anyway and pay the fine.

The Auditor-General has identified a projected \$9 billion shortfall to road maintenance funding and bridge and culvert refurbishment operates at 19 per cent of its budget need. The federal government has allocated \$150 million through to financial year 2024 for bridge replacement. Will the state government match the bridge replacement funding and bring up to standard the road infrastructure in rural and regional Queensland?