



Speech By  
**Joan Pease**


**MEMBER FOR LYTTON**

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Record of Proceedings, 18 November 2025

## **HEAVY VEHICLE NATIONAL LAW AMENDMENT BILL**

### **Second Reading**

 **Ms PEASE** (Lytton—ALP) (12.07 pm): I rise to speak to the Heavy Vehicle National Law Amendment Bill 2025. I begin by acknowledging the hard work of all of the truckies and drivers, and the supply chain that enables those drivers to deliver their goods. The reason I find this of importance to my electorate is that I have the Port of Brisbane in my electorate. The Port of Brisbane has five million truck movements annually. This is projected to increase each year. Also, 97 to 98 per cent of all containers at the Port of Brisbane are moved by trucks. These contain goods that are either leaving Queensland or arriving into Queensland—goods such as grain, chickpeas, timber and cars. It is a really important part of my community. The port employs a significant number of people, not just truck drivers, so I acknowledge the importance of this piece of work.

The bill updates the Heavy Vehicle National Law Act to deliver reforms from the National Transport Commission's review of the Heavy Vehicle National Law, and it is endorsed by infrastructure and transport ministers across Australia. This bill aims to improve road safety, productivity and compliance efficiency in the vehicle sector. It will simplify complex provisions, reduce red tape and introduce a more flexible, risk-based regulatory framework for drivers, operators and the National Heavy Vehicle Regulator.

The bill introduces mandatory safety management systems for accredited operators. Operators must identify and manage safety risks, meet an approved SMS standard and undergo independent audits. These audits may be used as evidence in court. The framework also allows for alternative compliance accreditation, giving operators more flexibility in how they meet fatigue and mass limit requirements.

The existing fatigue duty is broadened—which is great news—into a new duty to be fit to drive, applying to all heavy vehicles over 4.5 tonnes and not just those over 12 tonnes. Drivers must proactively manage their health and fitness and stop driving if unfit. This expands shared responsibility for safety between drivers and operators. Fatigue management is vital for driver safety. My husband is a retired air traffic controller, and they had a significant fatigue management plan in place to ensure that all of their air traffic controllers were fit for duty. It is based on good science and good research.

Operational details such as fatigue management, permits and vehicle standards will move from the act to regulations, which will allow for easier updates and flexibility while retaining parliamentary scrutiny so that, if there are changes to the science around fatigue management, they can be easily addressed. Overall there is strong support for the bill from all stakeholders, particularly the introduction of a duty to be fit to drive and enhancements to the safety management system.

I would like to finish up by again thanking all of our truck drivers for the work they do. At great cost to themselves, they are often on the road for many hours at a time delivering important goods and items all across Queensland. That is why it is incredibly important that all drivers are given the

opportunity to be protected so they can go home safely to their families at the end of the day. I echo the words of all those before me who acknowledged the great work of our truck drivers. I would also like to acknowledge the great work of the mighty Transport Workers Union, whom I represent in this House, and thank them for their continued advocacy and support of truck drivers across Australia—particularly in Queensland—to ensure drivers are given a fair go, they are taken care of and they get home at the end of their shift each and every day.