




Speech By
Linus Power

MEMBER FOR LOGAN

Record of Proceedings, 30 October 2025

HEAVY VEHICLE NATIONAL LAW AMENDMENT BILL

 **Mr POWER** (Logan—ALP) (8.06 pm): I feel like I have had a guide through all of the roads in North Queensland. I will try to engage in the same way. The Heavy Vehicle National Law Amendment Bill is about putting in new standards. It was sent to the State Development, Infrastructure and Works Committee with 11 valuable submissions from the key stakeholders and it introduces the mandatory safety management system. There are mandates on accredited operators to undertake safety standards. It is a pity that there are not the same standards for the Minister for Transport and Main Roads when it comes to the Stoney Camp and Granger Road roundabouts and bridge and the sections in-between because there the minister has let the lights stay out for over 365 days—that is right; longer than the entire length of the Crisafulli government—and they have been refusing to fix them.

We know that STC, one of those accredited operators, comes through from Bromelton and picks up interstate freight. It is one of the major routes for interstate freight in our state and this minister has done nothing to repair the lights on those key roads. I want to see that the minister does not just have up the signs that say 'Lights under repair', because they have been there so long that someone actually stopped and wrote on the sign, 'Is it under repair?' They know this minister has failed the Mount Lindesay Highway and failed to make the key repairs that would actually make the roads safe. When the residents of Logan—

A government member interjected.

Mr POWER: Sorry, Minister, you were saying? There is no interjection from the minister. It goes on to say that there is so little commitment that we know that fatigue is very important on our roads. We know that truckies coming across from the Mount Lindesay Highway from Mount Lindesay Road in New South Wales have to deal with those mountain roads and then come through Beaudesert. They are already tired, so that is why their fatigue is so important. I want to thank the former roads minister, Bart Mellish, who committed to get to four lanes all the way from Johanna Street to South Street built.

Mr Boothman interjected.

Madam DEPUTY SPEAKER (Dr O'Shea): One moment, member for Logan. Member for Theodore, you have been continuously interjecting. The member for Logan is not taking your interjections.

Mr POWER: This is extremely relevant to fatigue. Having come through the electorate of the member for Scenic Rim they are going to be fatigued—fatigued by him, no less—by the mountainous roads, and we need them to have safe roads as they come through Jimboomba. The minister would have stopped this project, but it was funded by the federal government—unlike last time, when the upgrade between Hotz Road and Stoney Camp Road was abandoned by the LNP. Because there is accountability to the Albanese government, this minister could not stop the Johanna Street to South Street project. He wants to make that cut, but he cannot stop it because he would run afoul of the federal government that is holding him to account.

Mr KEMPTON: Madam Deputy Speaker, I rise to a point of order on relevance.

Madam DEPUTY SPEAKER: Member for Logan, I ask you to keep your comments about the bill, please.

Mr POWER: After such great guidance on the roads of Mundingburra and all the details about them, I felt inspired to add something. I will try to be more disciplined. I will not, for instance, be speaking about helicopters.

Penalties play an important part in compulsory safety management. Penalties are recalibrated to ensure fairness and deterrence. I think there should be penalties on the main roads minister, because the LNP made a promise to release a plan for the Fedrick Street-Green Road overpass.

Mr KEMPTON: Madam Deputy Speaker, I rise to a point of order on relevance.

Madam DEPUTY SPEAKER: Member for Logan, you really need to talk to the bill in front of us, thank you.

Mr POWER: Indeed, there should be penalties that are part of this bill. I know that those in the LNP do not want me to talk about these key safety projects on the Mount Lindesay Highway. Madam Deputy Speaker, I will take your guidance. Those opposite did not raise these points of order whatsoever when the member for Mundingburra was—

A government member: Talk to the bill.

Mr POWER: Good point. When the member for Mundingburra gave her contribution she did not talk to the bill and no-one said anything. As soon as we are talking about roads in Logan that are required for safety, this minister wants to shut us down. I will not be shut down. I will continue to fight for the Green Road-Fedrick Street intersection.

Government members interjected.

Madam DEPUTY SPEAKER: I cannot hear the member speak at all. Member for Logan, have you completed your contribution?

Mr POWER: I think it is too noisy for me to complete the speech so I have to be sat down.

Madam DEPUTY SPEAKER: Member for Logan, did you want to continue? We will make sure the House is quiet for you.

Mr POWER: Thank you.

Madam DEPUTY SPEAKER: One moment, member for Logan. I would like the member for Logan to be able to complete his speech. There has been too much background noise, so if people could try to keep quiet and let the member finish his speech—thank you.

Mr POWER: Importantly, the bill introduces new powers that are to be directed by the minister.

Mr Mickelberg interjected.

Mr POWER: I have no idea what the minister said, but it was neither directed at this bill nor directed to the previous speech I made about the Mount Lindesay Highway.

The bill introduces new powers allowing the minister to direct the National Heavy Vehicle Regulator to act where there is a serious public risk or investigate reports on safety matters. This is new. Ministers have specific powers under this bill. Ministers also approve key audit and SMS standards, all directions to be made in public to ensure transparency and accountability. These new powers add to the extensive existing powers that the minister has, for instance, to make roads safer, like fix the lights on the Mount Lindesay Highway. Release the plan that has been paid for by Labor in the budget and do something to make the Mount Lindesay Highway safer, instead of laughing and instead of making snide comments.

Mr MICKELBERG: Madam Deputy Speaker, I rise to a point of order. I have been pretty patient. This is clearly not relevant to the long title of the bill or in any way relevant to any contributions to the bill. My point of order is on relevance. This is well and truly outside the scope of the bill.

Mr POWER: I will be silenced by the minister because he does not want to fix the Mount Lindesay Highway.