

## **Question on Notice**

**No. 492**

**Asked on Tuesday, 6 August 2013**

**MR RICKUSS** asked the Minister for Transport and Main Roads (MR EMERSON)—

### **QUESTION:**

Will the Minister advise what advantages the transport industry will secure from the change of 200km radius from depot for work diaries to 100km radius?

### **ANSWER:**

I thank the Member for Lockyer for the question.

The introduction of the Heavy Vehicle National Law ensures the transport industry can operate under a nationally consistent set of regulations for heavy vehicle drivers and has brought the heavy vehicle work diary requirements in Queensland into line with New South Wales, Victoria and South Australia.

All drivers of fatigue-regulated heavy vehicles must work within specified work and rest hour limits and provide details to their record keeper including what vehicle they drove, when they worked, and when they rested. Drivers working in a radius of more than 200km from their base (or more than 100km after the national laws commence) must provide that information using a national driver work diary.

The change from a 200km radius from the driver's base to 100km provides the transport operator with a more accurate and consistent record of a driver's work and rest times for improved administration of fatigue risk management. There will also be greater ease of administration for businesses that had operators working over 100km from base but less than 200km, and other drivers operating over 200km from base. The need to maintain two record keeping systems under those circumstances will no longer be necessary. The changes also remove any confusion that drivers may have had when operating across borders or in other jurisdictions.

Consultation with key industry stakeholders was ongoing throughout implementation of the National Heavy Vehicle Regulator reform. Engagement with industry stakeholders occurred with their involvement as representatives on the Project Implementation Board, the Policy Analysis Working Group, and the Industry Advisory Group, the latter being a formal industry consultation body for the Regulator reform. Industry was also provided with regular iterations of the Heavy Vehicle National Law as it was developed.

Industry's participation in these groups significantly assisted in the development of the National Law, and has been vital in ensuring that the new National Law will not increase the regulatory burden on industry.