

A stronger approach to the Heavy Vehicle National Law



**The industry wants a
Commonwealth law.**

It would have these advantages

Uniform scheme for participating states and territories

Smoother and more efficient process for changing the law

Administrative appeals could go to a single tribunal not multiple state tribunals

Stronger linkage to Commonwealth road funding

Genuine parliamentary scrutiny of delegated legislation

The board and executive of the renamed Australian Heavy Vehicle Regulator (AHVR) could be held to account through the Senate estimates process

The AHVR would not need to move from Brisbane

Heavy vehicle policy and legislation would be transferred from the NTC to DITRDCA.

Rating the review findings



Safety



Productivity



Implementation

**The review would
improve safety...**

...with these key safety outcomes

All heavy vehicle drivers required to have regular medicals against upgraded standards with screening for diabetes, sleep apnoea and cardiac health, subject to a RIS

Fatigue regulation extended to cover all long distance heavy vehicles, with simplified work diaries and lower regulatory penalties for drivers

Strengthening the National Heavy Vehicle Accreditation Scheme to include a safety management system module

Regulatory offences for off-road chain of responsibility parties.

**We need more
productive trucks...**



...and we have a plan

Plan for 53.5 metre long trucks on the National Land Transport Network, with specific productivity upgrades in the immediate term

Reject the review finding that road managers are the 'ultimate access decision makers.' Their role should be to make decisions in accordance with guidelines set by ministers. Those decisions should be subject to merits-based review

HVNL states should be able to implement automated access arrangements ahead of the timings in the review

Agree to the changes to vehicle mass and dimensions, along with the mass increase needed for Euro VI and equivalent US/Japanese standards

Do not proceed with the National Heavy Vehicle Access Policy Framework. The industry needs on-the-ground action, not another framework.



**Split implementation
into two paths.**

A major reform pathway...

Form an industry-government working party at senior level to streamline permits and access, rather than the government committee proposed in the review

Push forward on the immediate productivity upgrades advanced by the ATA, with funding to be included in the 2023-24 Commonwealth and state budgets

Complete the regulatory impact analysis of the other major reforms, noting that many were analysed in the 2020 consultation RIS. This RIS should not be done again

Strike out the proposals for unnecessary frameworks and reviews.

...and a separate path for minor and governance amendments

Introduce an HVNL amendment bill into the Queensland parliament in 2023 to deal with the minor and NHVR governance amendments proposed in the review.

The bill could include amendments to—

- enable businesses to rely legally on official road network maps and automated approvals
- empower the regulator to amend gazette notices to reflect changes to the ADRs or vehicle standards without needing the consent of road managers
- implement the NHVR governance reforms
- implement other minor legislative changes identified since the 2019 amendment act.