



ALC Continues Lead Advocacy Role on Heavy Vehicle National Law

The Australian Logistics Council (ALC) has continued to take a leading role in advocating national transport reform by publishing a list of issues it believes need to be addressed to fulfil the economic benefits of the Heavy Vehicle National Law (HVNL).

The inaugural meeting of the Standing Committee on Transport and Infrastructure (SCOTI) is due to convene in Canberra on Friday 4 November, with transport ministers considering the Rail Safety National Law as well as the first Bill of the HVNL.

The role of ALC in communicating to government the views of industry have been highlighted by ALC Deputy Chair and Toll Executive, Andrew Ethell, as well as ALC Member, Phil Halton of the Australian Livestock and Rural Transporters Association, being invited to attend and observe the SCOTI meeting.

“ALC has continued the lead advocacy role on behalf of the freight logistics industry, by outlining a series of amendments to Bill 2 of the HVNL which will help to ensure the full economic benefits of this reform are realised”, ALC Managing Director, Michael Kilgariff said.

“These issues have also been adopted by other transport associations and bodies as the key issues that need to be considered by the National Heavy Vehicle Regulator (NHVR) Project Board.

“These amendments proposed by ALC will strengthen the governance arrangements for the NHVR and are critical to maximising the productivity, efficiency and safety benefits promised by this important national reform,” he said.

Mr Kilgariff said it is pleasing that after participating in many discussions with government on behalf of the freight logistics industry to develop these draft laws for heavy vehicles and rail safety, the laws are close to being approved by transport ministers.

“The SCOTI meeting will mark an important milestone in the process to establish an NHVR and National Rail Safety Regulator, however it is important to remember there is still much work to be done to establish a truly national regulatory framework”, he said.

Mr Kilgariff said he expected a second Bill for the NHVR to be introduced into the Queensland Parliament in 2012, sometime after the introduction of Bill 1 which is being voted on by SCOTI this week. Both ‘Bill 1’ and ‘Bill 2’ will need to be passed by the Queensland Parliament and subsequently by all other state parliaments, before the NHVR can commence on 1 January 2013.

“The amendments ALC would like made to ‘Bill 2’ of the HVNL will go some way towards eliminating state based inconsistencies which currently exist”

“Inviting industry representatives to attend Friday’s inaugural SCOTI meeting is welcomed by ALC, and reflects a renewed focus by government and the NHVR Project Office to involve industry every step of the way during this process,” Mr Kilgariff said.

“ALC will continue to encourage all governments to accept the proposed amendments to Bill 2, which we believe are critical to maximising the economic benefits of this reform, estimated to be worth \$30 billion to the national economy.”

Note to editors: See Attachment for ALC’s list of proposed amendments to Bill 2.

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Further information: Duncan Sheppard on 0412 340 934

ATTACHMENT A

SUMMARY OF PROPOSED AMENDMENTS TO THE SECOND HEAVY VEHICLE NATIONAL LAW (BILL 2) BY THE AUSTRALIAN LOGISTICS COUNCIL (ALC)

1. Decision makers under the law be required to clearly explain how and why they arrived at their decisions.
2. Reviews of decisions by the National Heavy Vehicle Regulator (NHVR) to be made publicly available in its annual report.
3. Limiting the power of delegation and only to people who meet standards established by the National Heavy Vehicle Regulator Project Board.
4. Industry be consulted in the preparation of guidelines and a requirement that the NHVR follow them (and not simply 'have regard' for guidelines).
5. The HVNL to be formally reviewed within a certain period of time.
6. Providing greater certainty on new COAG rules on directors liability and how this aligns with the HVNL provision regarding liability of executive officers.
7. A rigid application of the Heavy Vehicle Intergovernmental Agreement (IGA) relating to derogations to minimise unnecessary derogations from the national law.
8. The development of a national partnership agreement enabling the Commonwealth to make incentive payments to jurisdictions complying with the heavy vehicles IGA.
9. Service level agreements between the NHVR and state jurisdictions to be published on the NHVR website.