



Mr Jim Pearce MP  
Chair  
Infrastructure, Planning  
and Natural Resources Committee  
Queensland Parliament  
George Street  
BRISBANE QLD 4000

Dear Mr Pearce

### **Local Government and Other Legislation Amendment Bill 2015**

Thank you for your letter of 10 April 2015 seeking submissions on the Local Government and Other Legislation Amendment Bill 2015.

The Australian Trucking Association (ATA) is the peak body that represents the trucking industry. Its members include state and sector-based trucking associations, some of the nation's largest transport companies, and businesses with leading expertise in truck technology. I am writing on behalf of the ATA nationally.

**The ATA recommends that the Queensland Parliament pass Part 3 of the Bill, which would defer the commencement of Chapter 2 (Registration) of the *Heavy Vehicle National Law Act 2012* until 1 July 2018.**

The ATA supports the deferral because more work is needed on the planned national registration scheme before it is implemented.

Despite this necessary deferral, the ATA still wants to see a national registration scheme implemented as a priority, to reduce compliance costs for operators and so the NHVR and its service providers can undertake roadside enforcement on a more targeted, risk managed, basis.

Ideally, operators should be able to register all their heavy vehicles through a single web portal or have the option of carrying out their registration business at a service centre.

In our view, it is essential that the registration cost offered through the portal includes all the state/territory concessions available to the operator. It would be totally unacceptable to industry for operators to have to claim back their concessions through a separate process.

If it is not possible to deliver this sort of scheme because of its cost or complexity, the ATA would want instead to see the development of a back end system that would enable better risk targeting.

The ATA does not see the development of a single national heavy vehicle registration plate as a priority.

On the issue of who would pay for a national registration scheme, the ATA has pointed out that the industry will be overcharged by \$117 million in 2015-16 if governments take up the National Transport Commission's draft heavy vehicle charges determination. The ATA

cannot see any reason for the industry to have to pay any more until governments resolve the existing overcharging problem satisfactorily.

In the meantime, once the key policy issues are resolved, work should begin on the details of the registration scheme for stakeholder consultation, including a draft RIS and, in time, a Cost Recovery Implementation Statement in line with the Australian Government cost recovery guidelines.

Yours sincerely

A handwritten signature in blue ink that reads "Bill McKinley". The signature is written in a cursive style with a horizontal line underneath the name.

Bill McKinley (bill.mckinley@truck.net.au)  
National Manager  
Government Relations  
and Policy

27 April 2015