

19 November 2026

National Transport Commission
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Subject: Letter of Support – ATA Submission National Transport Commission (NTC) Consultation on Heavy Vehicle National Regulation Amendments

The National Road Transport Association (NatRoad) writes in strong support of the submission lodged by the Australian Trucking Association (ATA) in response to the National Transport Commission's consultation on amendments to the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

NatRoad represents thousands of road freight operators across Australia, ranging from owner-drivers to large national fleets, operating across urban, regional, rural and remote networks. Our members are directly affected by regulatory settings governing mass, dimension and loading and welcome reform that improves safety, productivity and national consistency without imposing unnecessary compliance burden.

NatRoad agrees the proposed amendments represent a constructive step toward improving heavy vehicle productivity and better aligning regulation with the realities of the modern freight task. In particular, we support the ATA's advocacy for:

- aligning General Mass Limits with existing Concessional Mass Limits to simplify the mass framework and deliver modest productivity gains for mass-constrained operations
- increasing the prescriptive length limit from 19 metres to 20 metres to improve efficiency for volume-constrained freight. NatRoad agree operators should be able to allocate the additional length where most appropriate to deliver maximum productivity benefit
- extending Euro VI mass concessions to prime movers operating in road train combinations, enabling flexibility of use of existing fleet assets, support fleet renewal and emissions reduction
- improving tow mass ratios for tag trailer combinations to address longstanding operational constraints
- increasing allowable vehicle height to 4.6 metres enabling better provisions for specific freight tasks such as livestock. NatRoad agree with the recommendation for the requirement to install Trailer Electronic Braking System (TEBS) technology to limit the risk of rollovers.

NatRoad agrees without nationally consistent access, the productivity benefits of these reforms will be undermined. Full endorsement and adoption by road and asset managers is essential to ensure operators can realise the intended outcomes.

NatRoad agree the proposed amendments, while positive, are incremental in nature and insufficient to meet the scale of Australia's future freight task. Further reform is required to ensure the regulatory framework keeps pace with growing freight demand, safety expectations and emissions objectives.

NatRoad continues to call for the development of a forward workplan to support the continued modernisation of the Heavy Vehicle National Law and its supporting instruments. This workplan should be informed by industry, endorsed by Ministers and embedded with regular reviews to maintain accountability and simultaneously deliver real reform whilst enabling genuine increases in productivity, safety and emissions reduction outcomes.

NatRoad thank the NTC for the opportunity to provide input into this Consultation and look forward providing input in future consultations.

Yours sincerely

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Warren Clark

Chief Executive Officer

National Road Transport Association