June 2026 Statement – Update on the National Automated Access System

On 17 October 2025, governments agreed on a $40 million three-year plan to deliver the second phase of the National Automated Access System (NAAS) for heavy vehicles.

Over the next three years, the Commonwealth and state and territory governments* will work with industry, local councils and ports, and other road managers in a staged roll out of the NAAS for special purpose vehicles (SPV), oversize-overmass (OSOM) vehicles, and performance-based standards (PBS) vehicles. By 2029, heavy vehicle operators will be able to use the NAAS to seek real-time authorisation for many of their journeys, significantly reducing the number of permits.

Implementing a single national automated access system will provide the heavy vehicle industry with increased autonomy and flexibility, giving operators greater certainty, faster decisions and safer routes for their particular freight needs and vehicle types. This is a significant milestone for heavy vehicle reform with the NAAS bringing gains in efficiency and productivity via increased consistency, certainty and timeliness in access decision-making. It also provides road managers, such as local governments, retention of decision making on permits to ensure they meet road condition and community needs.

** 'States and territories' refers to participating jurisdictions under the Heavy Vehicle National Law – QLD, NSW, VIC, SA, TAS, ACT.*

This decision provides a roadmap to deliver the NAAS endorsed by infrastructure and transport ministers in 2022, to streamline access for heavy vehicle operators and road managers in response to industry frustration with the current permit system.

How the NAAS is working

Building on the success of the Tasmanian Heavy Vehicle Access Management System (HVAMS), the NAAS gives heavy vehicle operators the ability to secure road access consent decisions more quickly, consistently and transparently, by using dynamic maps[1] and individualised vehicle data. The NAAS enables heavy vehicle operators to match freight loads to road access requirements, allowing for greater assurance and optimal route planning.

Bringing different road assessment methods together into a single, seamless user experience has required significant investment and collaboration between jurisdictions and the Commonwealth government. Over the past 18 months, representatives from the Commonwealth, state and territory governments, in consultation with the Australian Local Government Association and many councils, have worked closely to design the product features and requirements needed to make the NAAS function nationally. As the system comes online, heavy vehicle operators will benefit from real-time decision-making and a reduced reliance on permits.[2]

Building on the HVAMS architecture, the NAAS will have the capacity to link to a range of systems including the Victorian Heavy Vehicle Structural Assessment Permit System (HVSAPS) and the National Heavy Vehicle Regulator's (NHVR) website and 'Go' portal. This approach allows each road manager to use their preferred assessment system/s while providing a seamless interface for heavy vehicle operators, allowing early wins to be delivered by leveraging investments that have already been made in different compatible systems.

An early version of the NAAS has been successfully implemented for Australian Defence Force heavy vehicles in Queensland, going live in May 2025. A NAAS release for PBS vehicles in Tasmania was released in November 2025 and a release for OSOM low-loader vehicles in Queensland is expected late 2026.

[1] Noting that, as an interim step towards the NAAS, Victoria initially will be providing quicker decisions under permit rather than via maps.

[2] In Tasmania, when HVAMS was introduced for special purpose vehicles like mobile cranes, the number of permit applications fell from 669 in 2018-19 to less than 20 in 2021-22 (a reduction of more than 95%).

Supporting these key milestones, HVSAPS went live in January 2026, further reinforcing the commitment to increased productivity.[3]

The journey to this point has taken significant investment and effort on the part of the Commonwealth and state and territory governments, in consultation with the Australian Local Government Association and many councils. As the NAAS comes online, heavy vehicle operators will experience increased access to real-time decision making and a reduction in permits.

In Tasmania, this system has allowed road managers to maximise road access where safe to do so, providing a significant productivity boost for industry. It has also encouraged innovation by heavy vehicle operators, to adjust vehicles and loads to suit the constraints of road assets, thus optimising use of the existing road network.

In Queensland, the first release of the NAAS for Australian Defence Force heavy vehicles in May 2025 has reduced the need to apply for permits.[4] The detailed road and bridge data that had to be captured to make that possible will now be used to facilitate NAAS decisions for future releases.

As well as saving time (for heavy vehicle operators and for governments), data from the system is informing government investment into priority assets (e.g. bridge renewal, local roads) and operators are seeing considerable drops in the numbers of permits they need to apply for. For example, since HVAMS was made available for mobile cranes in Tasmania, there has been a 95% reduction in permit applications.

The NAAS Work Plan

The high-level milestones and timeframes for the implementation of the NAAS over the next three years are (subject to change based on priorities and readiness):

2025: Queensland ADF; Tasmania ADF

2026: Tasmania PBS; Queensland OSOM (low loaders); Road Manager Portal

2027: Queensland SPV; Tasmania PBS; South Australia ADF; NSW/ACT ADF; Victoria HVSAPS integration

2028: South Australia OSOM; Victoria ADF; Queensland OSOM (platforms); Northen Territory ADF Queensland PBS; NSW/ACT SPVInitial assessment modules have been developed and are currently in the testing and finalisation stages—for OSOM, SPV and PBS vehicles.

Strategic asset data collection to power the NAAS

The NAAS works by matching any application vehicle/load to the capacity of any road asset (and the risk appetite of the road manager). Decision-making is effectively pre-loaded, allowing immediate generation of a map showing all roads that a particular heavy vehicle can safely travel on.

To enable accurate assessments, the NAAS requires detailed information on the capacity of different road assets to safely handle restricted access vehicles. Spatial data held in different systems must also be updated and harmonised in order to produce reliable road access maps.

Significant amounts of preparatory work are being conducted by state, territory and local governments and the NHVR to ensure that the data needed to generate real-time automated assessments is available for the roll out of the NAAS.

Further information

Keep an eye on naas.gov.au for further updates in 2026. National industry associations have been invited to join a new consultation forum dealing with NAAS progress, to be convened July 2026.

[3] In its first 60 days of operation, HVSAPS processed more than 2,300 assessments compared to around 1,000 assessments processed in the previous 12 months. This has seen turnaround times reduced from weeks/months to minutes.
[4] The ADF is the biggest single operator of restricted access heavy vehicles in Australia.