



Heavy Vehicle National Law Reform Implementation Steering Committee Statement on Heavy Vehicle Reform and Implementation

Outcomes June 2026

On Monday 15 June 2026, the Heavy Vehicle National Law (HVNL) Reform Implementation Steering Committee facilitated a virtual Industry Dialogue. The meeting was Chaired by Secretary of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA), Mr Jim Betts. The dialogue brought together HVNL jurisdictions, the National Transport Commission (NTC), the National Heavy Vehicle Regulator (NHVR) and representatives from across the industry. It was acknowledged the HVNL reform process had been a lengthy process and the Chair expressed gratitude to all reform participants, particularly the patience of industry.

The NTC and the NHVR presented on the final HVNL reform package, implementation and education plans, ahead of the amended law commencing on 1 August 2026.

HVNL Reform

The Heavy Vehicle National Law Amendment Bill 2025 and the *Heavy Vehicle National Amendment Regulations 2025* (together, the 2025 Amendment Package), was passed without amendment by Queensland Parliament on 18 November 2025.

The NTC provided an update on the final package agreed by measures, including key changes to the primary law and regulations. Throughout the presentation, the NTC discussed the various changes through the package and what they mean for safety, productivity and compliance in the sector. Implications for industry has been a central consideration for decision makers as the reforms progressed. The following changes were reiterated as key outcomes of the final package of reforms:

Enhanced flexibility and safety

- The NHVR is empowered to develop new Alternative Compliance Options.
- Enhanced, opt-in Heavy Vehicle Accreditation (HVA) with more flexibility and scalable Safety Management System.
- Expanded driver duty: this duty legally empowers drivers to stop driving if their health and fitness impacts their ability to drive safely.

Increased productivity

- Increase General Mass Limits to the limits that currently apply under Concessional Mass Limits.
- Expand Euro VI concessions to road trains (to max 7.0t steer axle mass).
- Increase length limit for vehicles from 19 metres to 20 metres (certain combinations only)

Simpler and fairer compliance

- Simplified work diary requirements.
- Broader use of formal warnings for minor breaches.
- Penalties review, some less serious offences have reduced penalties.

Forward Work Program

The NTC presented on a proposal for a forward work program in relation to legislative maintenance of the HVNL, which will provide a basis for future amendments and care of the amended law. The forward work program is an opportunity for further continued collaboration between decision makers and industry. The regular rolling cycles are intended to ensure appropriate engagement, and capture any emerging issues or changes, to ensure the regulatory environment is fit-for-purpose. The NTC acknowledged more work is required to further improve productivity.

HVNL Implementation and Education

The NHVR presented on the work underway to provide information and prepare industry for the implementation of the amended law. It was evident that the NHVR has undertaken a large degree of preparatory work to plan for the amended law, for a 1 August 2026 commencement. The NHVR advised that in partnership with the NTC, all statutory instruments had been released and were available online. Accreditation is designed to suit the specific requirements of operators and delivering greater flexibility. In relation to Mass, Dimension and Loading, the NHVR has been engaging with affected road agencies confirming that of the 120 statutory notices identified, all will be complete by mid-July. The NHVR further confirmed that guidance material on unfit to drive is complete. The NHVR have begun advertising changes to the amended law with a full communications rollout commencing on 20 June 2026.

The NHVR advised as information and guidance material becomes available their website will be updated. Industry were encouraged to check the website for new information, at least each fortnight, to remain up to date. For more information, or updates on implementation, visit the NHVR website at www.nhvr.gov.au/law-policies/hvnl-reform-implementation.

Non-Legislative Reform

The Commonwealth presented an update on the status of non-legislative reforms. Of 26 non-legislative reforms, 10 have now been completed or substantially delivered and a further 8 reforms are on track for completion by the end of 2026.

Of the remaining 8 Kanofski recommendations, four have been partially delivered with work now being progressed separately to the HVNL reform program:

- Providing greater certainty of road access for Performance Based Standards (PBS) design approvals.
- Recognising proven PBS combinations in either regulations or gazetted notices for certainty of access.
- Streamlining governance of the PBS scheme.
- Providing transparent and certain access for PBS designs/vehicles by providing automated access decisions (now subsumed into the NAAS work).

One reform will not be delivered, at least in the medium-term: A monthly direct debit facility for vehicle registration payments. Whilst South Australia already permits this, other HVNL jurisdictions have confirmed (following investigation) this is not feasible in the medium-term, due to the significant IT overhauls that would be required.

The three remaining reforms are being progressed through other forums:

1. Updating the ministerial guidelines to road managers on access decision-making. The guidelines cannot be fully updated until the current uncertainties around third-party access are resolved (work for which is underway).
2. Extending screening of driver health to cover three fatigue-related medical conditions (sleep apnoea, cardio-vascular and diabetes). New screening tests have been agreed, for the next update to the Assessing Fitness to Drive Guidelines.
3. The National Automated Access System (NAAS).

The NAAS is the most significant of the non-legislative reforms agreed by Ministers. Whilst plenty of progress has been made, the first target set in the recommendation by Ken Kanofski will not be met.

Over the past 18 months, all participating jurisdictions have worked closely together to design the product features and requirements needed to make the NAAS function nationally. The NAAS will have the capacity to link to a range of systems (including the Victorian HVSAPS and the NHVR's 'Go' portal), while providing a single seamless interface for heavy vehicle operators.

The system will gradually come online through staged releases in different jurisdictions over the next few years. Robust governance will ensure all governments are working in alignment to deliver the NAAS, including standing up teams in each jurisdiction.

A new NAAS national industry consultation forum will meet for the first time on Wednesday 8 July, and every quarter thereafter. Its aim is to provide regular communication on progress, and ensure stakeholders are well informed and supported through system changes and releases.

Conclusion

As legislative and non-legislative reform measures have reached conclusion, the Commonwealth advised that on 4 May 2026 the Infrastructure and Transport Senior Officer's Committee (ITSOC) agreed to stand down the Heavy Vehicle National Law Reform Implementation Steering Committee. Governance of future amendments to the HVNL and the forward work program will continue to be overseen by ITSOC.

The Commonwealth, States and Territories expressed gratitude to all in the heavy vehicle industry who have contributed to the reform process affirming that honest and open communication between government and industry is the key to ensuring delivery of reform and compliance of the law.