



Commissioner Martin Stokie
Productivity Commission
GPO Box 1428
Canberra City ACT 2601

By email: ncp@pc.gov.au

Dear Commissioner Stokie

Productivity Commission: Impacts of heavy vehicle reform interim report

The Australian Trucking Association (ATA) is the peak body representing road transport business servicing the Australian economy and community. Our membership comprises eleven separate national and state industry associations collectively representing 60,000 road transport businesses and 200,000 people working in the Australian trucking industry.

The ATA is in support of the overall proposals from the Productivity Commission's interim recommendations.

The attachment to this letter sets out the ATA recommendations put forward to the PC, alongside the recommendations and modelling in the interim report.

The PC recommendations and modelling cover the majority of the ATA suggestions with two omissions, notably:

1. Increasing general mass limits (GML) to match the current concessional mass limits, as well as allowing increases in truck length and height
2. Adopting the three ATA decarbonisation policy proposals.

Increasing GML to match current CML has the potential to improve productivity - the increase in mass allowance from GML to CML will allow an additional five per cent payload on all movements, without the need for permits or accreditation. Similarly, the increases in length and height can allow more freight per movement if not already mass constrained.

The GML to CML increase and the length increase will come into force from mid-2026, but these worthwhile productivity improvements are not discussed in the interim report or included in its modelling of the potential economy-wide gains from reform.

Separately, the three ATA decarbonisation policy proposals would allow the government to invest into cheaper, cleaner energy with the overall intention to contribute to the national net zero strategy.

The ATA welcomes the opportunity for further discussions if the PC feels it appropriate.

The ATA contact for this letter is our Policy Adviser, Cailin Applegate.

Yours sincerely

Mathew Munro
Chief Executive Officer

14 May 2026

RECONCILIATION OF ATA AND INTERIM REPORT RECOMMENDATIONS

ATA recommendations to the PC	Interim report recommendations or modelling
1. Increasing heavy vehicle road access to reduce emissions and increase productivity	1. Improve road access for high productivity heavy vehicles
ATA recommendation covered.	2. Expand access for heavy zero-emission vehicles
2. Introduction of a National Automated Access System	3. Introduce automated heavy vehicle access approvals
3. Removal of barriers to availability of EV truck charging infrastructure	4. Clarify planning and approval rules for charging infrastructure
4. Removal of curfews for EV trucks	5. Review curfews affecting quieter zero-emission trucks
5. Apply the same Australian licensing standards to all drivers. Overseas drivers required to pass Australian assessments.	6. Modernise licensing and regulatory settings
6. Introduction of a National Heavy Vehicle Driver Competency Framework	ATA recommendation covered.
ATA recommendation covered.	7. Support nationally consistent freight settings
ATA recommendation covered.	8. Link productivity reform with decarbonisation goals
7. Adopt the three ATA proposals to decarbonise the road transport industry	ATA recommendation not covered.
8. Increase general mass limits (GML) to match the current concessional mass limits (CML)	ATA recommendation not covered.