MEASURING SUCCESS: 2025 (BASELINE)

Protect and enhance the productivity and resilience of heavy vehicle operations

6,448,005km
Gazetted and pre-approved network length[1]

160.5
Access permit applications per 1,000 registered heavy vehicles[2]

27.46%
Proportion of total road freight task performed by PBS vehicles[3]

Achieve zero deaths and serious injuries on our roads by 2050

190
Fatal crashes involving heavy vehicles[3]

1,380
Fatal and serious injury crashes involving heavy vehicles[4]

38
Deaths avoided due to PBS vehicles[5]

Note: These metrics in the Productivity Plan will be reported through the upcoming NHVR Safety Strategy.

Reach net zero emissions by 2050

306,486,500l
Fuel avoided due to PBS vehicles[5]

818,686t
Carbon emissions avoided due to PBS vehicles[5]

127,218km
Gazetted and pre-approved network length for zero emission heavy vehicles[1]

1 As at 30 June 2025. Source: Total of individual networks for different vehicles as per the NHVR National Network Map.
2 1 July 2024 to 30 June 2025. Source: NEVDIS and NHVR Access Data.
3 1 July 2024 to 30 June 2025. Source: Australian Government Safety Data Hub.
4 1 January 2023 to 31 December 2023. Source: Jurisdictional crash database (non-fatal crash data subject to reporting lag).
5 1 July 2024 to 30 June 2025. Source: NHVR PBS Fleet Benefits Evaluation Tool.

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HEAVY VEHICLE PRODUCTIVITY PLAN 2025 – 2030

Annual Scorecard and Implementation Plan #1

The **Heavy Vehicle Productivity Plan 2025–30** sets out the NHVR's commitment to enabling safe, productive, and sustainable heavy vehicle movements that enhance community liveability, drive economic growth, and support a resilient national supply chain.

This commitment is grounded in the principle that productivity is not a trade-off, but an enabler of both safety and sustainability.

This first annual Scorecard and Implementation Plan reflects on the key achievements since the Plan's release, highlighting how actions to date have supported broader productivity, safety, and sustainability outcomes. It also sets out priority activities for the year ahead to progress further actions under the Plan.

For more information or to keep up to date with how we are supporting government and industry, please refer to the **NHVR Corporate Plan**, **Annual Report**, or **subscribe** to the NHVR's On the Road and Local Government Update bulletins.

OUR PRODUCTIVITY VISION

> Delivering safe, productive, and sustainable heavy vehicle movements that enhance community liveability, drive Australia's economy, and support a resilient supply chain

AUSTRALIA'S CHALLENGES

The freight task is growing and changing rapidly	Deaths on our roads	Environmental and health impacts are significant	Shifting from asset preservation to optimisation	Unplanned supply chain disruptions are increasing in frequency

AUSTRALIAN GOVERNMENT PRIORITIES

- Protect and enhance the productivity and resilience of heavy vehicle operations
- Achieve zero deaths and serious injuries on our roads by 2050
- Reach net zero emissions by 2050

OUR RESPONSE

We will ease the burden of permits on road managers and industry by supporting them to create the right networks for a suite of different heavy vehicles	We will support road managers to grow a reliable and resilient network, to keep our industry moving and economy flowing in times of adversity	We will offer the technology, tools, data and information our customers need to assist them in making faster, more consistent and better-informed decisions	We will partner with our stakeholders to reach a policy consensus that improves productivity and creates safer and more environmentally friendly outcomes	We will foster an environment that encourages newer, cleaner, and safer vehicles onto the road, improving productivity, saving lives and reducing emissions	We will work alongside our stakeholders to improve awareness and understanding of heavy vehicles and the freight task to bolster community acceptance and facilitate effective industry operations

OUR ACTIONS

Refer to the Heavy Vehicle Productivity Plan 2025 – 2030

A YEAR IN REVIEW: 2025 HIGHLIGHTS

IMPROVED NETWORK ACCESS

20 New or updated access notices

33k National Network Map amendments

450k Kilometres of new gazetted networks*

*Total of individual networks for different vehicles under notices as per the NHVR National Network Map and excluding NSW (networks transitioned in the same period). Total new length is over 1 million km if including all NSW transitioned networks.

DISASTER AND EMERGENCY COORDINATION COMMITTEE

- Established and activated during Cyclone Alfred and the NSW floods, ensuring industry had support when needed most.
- Emergency permit exemptions and tailored detours were introduced to keep freight moving safely through affected regions.
- After-hours support was provided to government and industry, including updates on detours and safety information.

351 STRUCTURAL ASSET ASSESSMENTS

The Strategic Local Government Asset Assessment Project (SLGAAP) is helping councils better understand and unlock value from their assets:

- Over 1,000 assets assessed since SLGAAP began.
- Publication of 4 eLearning modules to support road manager capability uplift.
- 72 assets previously denied access permits were found to have sufficient bridge capability to carry higher productivity freight vehicles.
- Refusal rates for PBS vehicles on assessed assets dropped from 10% in 2020 to just over 2% in 2024.

ACCELERATING FUTURE FUELS IN FREIGHT

Higher mass electric vehicle networks have been established in NSW, QLD, SA and VIC. These networks help achieve payload parity, removing a key barrier and incentivising industry to transition to cleaner technologies.

DATA LED EFFICIENCY

The **Historic Access Reporting Tool** and **Access Permit Rapid CBA** is giving road managers easy access to historic decisions, permit trends and economic insights.

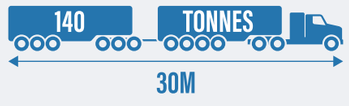
Permit turnaround time improvements from January to August 2025 include:

- Average route assessment time down from 2.34 to 1.84 days.
- Average end-to-end permit processing reduced by a full day from 7.9 to 6.86 days.

INNOVATION BOLSTERING PRODUCTIVITY

In May 2025, a 53.5-metre electric A-triple road train was unveiled. A world first that demonstrates how productivity and sustainability go hand in hand.

The PBS scheme has welcomed a purpose-built quad-tri-tri A-double for four grain containers. This innovative vehicle delivers serious productivity through lean design.



A YEAR IN FOCUS: 2026 PRIORITIES

1 Safer, cleaner and more productive vehicle access decisions via the Freight PASS app

Launching via NHVR Go, the Freight PASS web app will let users estimate and compare the impacts of over 11 million current and future heavy vehicle configurations. Better understanding potential productivity, asset wear, safety, and sustainability implications of different vehicles will create better community, environmental and economic outcomes.

2 PBS Digitisation: Streamlining processes to boost efficiency

The PBS scheme will shift from manual processes to a user-friendly online system in NHVR Go. Features such as digitised Vehicle Approval data, and improved Design and Vehicle Approval workflows, will reduce administrative effort. This will simplify participation for operators while providing the basis for more efficient access decision processes and road-side compliance checks in the future.

3 PBS Templates: Offering free designs linked to existing access notices

Developing and releasing PBS A-double and truck and dog design templates will provide a less costly pathway for operators to adopt PBS vehicles. Ensuring vehicles built to these template designs are eligible for network access under existing notices will help accelerate PBS uptake and make the heavy vehicle fleet safer, cleaner and more productive.

4 Completing the PBS standards review

The review of remaining PBS standards will be completed in 2026. The remaining review covers the vehicle driveline standards and high-speed dynamics standards. The review enables the standards to remain up to date with changing technology and assessment methodologies, ensuring the PBS fleet remains at the forefront of innovation and safety.

5 Delivering Strategic Local Government Asset Assessment Project (SLGAAP) Phase 3

We will continue to deliver the Commonwealth funded SLGAAP. This core aim of Phase 3 is to collect data about bridges and culverts that can support the implementation of the National Automated Access System. The project will also see an enhanced Asset Capability Module within NHVR Go, and the delivery of eLearning modules to help local government road managers better understand their assets and decision making options.

6 Supporting delivery of the National Automated Access System (NAAS)

We will continue to work with jurisdictions to ensure systems like the Heavy Vehicle Access Management System (HVAMS) in Tas and Qld, Heavy Vehicle Structural Assessment Permit System (HV-SAPS) in Vic, and the Automated Access Assessment Program in NSW, is interoperable with NHVR Go and the National Network Map.

7 Intelligent Routing: Streamlining access permits with smarter navigation

Implementation of intelligent routing within NHVR Go will reduce turnaround times and enhance efficiency and compliance. Snapping routes from access permit applications to approved networks, where they are available, will minimise the need for road managers to individually assess permit requests and avoids unnecessary permit approvals.

8 Using economic insights to better understand safety challenges to boost productivity

By applying statistical, spatial, and economic analysis, we can build an improved understanding of heavy vehicle crashes and their associated costs. These insights will help refine our regulatory approach and strategies to improve safety.

9 Progress implementing the *Heavy Vehicle National Law* (HVNL) review

We have completed engineering safety assessments for increasing vehicle length to 20m and height to 4.6m as a key productivity reform pursued through the HVNL review. We will work closely with stakeholders to implement these and other HVNL review outcomes, ensuring harmonised and practical reforms for safety, productivity, and economic growth

10 Facilitating uptake of low- and zero-emission vehicles to advance freight decarbonisation

Replacement of ICE vehicles with low- and zero-emission heavy vehicles requires payload parity to incentivise industry. We will work with industry to facilitate uptake of cleaner PBS vehicles (including Euro VI), and collaborate with road managers to expand road access to drive both efficient freight movement and sustainable transport outcomes.

For more information or to keep up to date with how we are supporting government and industry, please refer to the NHVR's **Annual Report**, **Corporate Plan**, or **subscribe** to the NHVR's On the Road and Local Government Update bulletins.