

Parliamentary Counsel’s Committee

Heavy Vehicle (Mass, Dimension and Loading) National Amendment Regulation 2025

made under the

Heavy Vehicle National Law as applied by the *Heavy Vehicle National Law Act 2012* (Qld) and by the law of States and Territories

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Consultation draft—December 2025

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1 Short title

This regulation may be cited as the *Heavy Vehicle (Mass, Dimension and Loading) National Amendment Regulation 2025*.

2 Commencement

This regulation commences on 1 July 2026.

3 Regulation amended

This regulation amends the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*.

4 Amendment of s 3 (Definitions)

- (1) Section 3, definitions *CML heavy vehicle*, *concessional mass limits* and *one tonne tri-axle mass transfer allowance*—
omit.
- (2) Section 3, definition *Euro VI vehicle (complying steer axle)*, paragraph (b)—
omit, insert—
 - (b) does not include a bus.
- (3) Section 3, definition *Euro VI vehicle (single steer axle)*, paragraph (b)—
omit, insert—
 - (b) does not include a bus.
- (4) Section 3, definition *Euro VI vehicle (twinsteer)*, paragraph (b)—
omit, insert—
 - (b) does not include a bus.

5 Amendment of s 5C (Class 2 heavy vehicles)

Section 5C(1)(a)(ii)(D), ‘19m’—

omit, insert—

20m

6 Amendment of s 5D (Restricted access vehicles)

Section 5D(c)(iii), ‘19m’—

omit, insert—

20m

7 Amendment of s 5E (Safer freight combination)

Section 5E(c), ‘19m’—

omit, insert—

20m

8 Amendment of s 5I (Mass alternative compliance accreditation)

(1) Section 5I, ‘Schedules 2 and’—

omit, insert—

Schedule

(2) Section 5I, note, ‘Schedule 2 for concessional mass limits or’—

omit.

9 Amendment of s 7 (Mass exceptions)

(1) Section 7(1)(a) and (d)—

omit.

(2) Section 7(1), note, ‘Schedules 2’—

omit, insert—

Schedules 4

10 Amendment of Sch 1, s 2 (Mass limits for a single vehicle or combination)

- (1) Schedule 1, section 2(1), ‘lower of the following masses’—
omit, insert—
lowest of the following masses
- (2) Schedule 1, section 2(1)(a)(iv), ‘43t’—
omit, insert—
44t
- (3) Schedule 1, section 2(1)(a)(iva) and (ivb)—
omit, insert—
(iva) for a Euro VI vehicle (complying steer axle)
that is neither a B-double nor a road
train—44.5t;
(ivb) for a Euro VI vehicle (single steer axle) that
is neither a B-double nor a road train—44t;
- (4) Schedule 1, section 2(1)(a)(ivc), ‘47t’—
omit, insert—
48t
- (5) Schedule 1, section 2(1)(a)(v), ‘46.5t’—
omit, insert—
47.5t
- (6) Schedule 1, section 2(1)(a)(vi), ‘42.5t’—
omit, insert—
43.5t
- (7) Schedule 1, section 2(1)(b), ‘combination.’—
omit, insert—
combination;
- (8) Schedule 1, after section 2(1)(b)—
insert—

-
- (c) for a single vehicle or combination that is not a bus—
 - (i) if the reduced mass amount for the vehicle or combination is 55t or less—1t more than the reduced mass amount for the vehicle or combination; or
 - (ii) if the reduced mass amount for the vehicle or combination is more than 55t—2t more than the reduced mass amount for the vehicle or combination.
 - (9) Schedule 1, after section 2(1)—

insert—

 - (1A) For the purposes of subsection (1)(c), the ***reduced mass amount*** is the amount calculated by subtracting the sum of the mass deduction amounts stated in the Table in Part 3 in relation to each applicable axle group of the vehicle or combination from the mass of the vehicle or combination determined under subsection (1)(b).
 - (10) Schedule 1, section 2(4A)—

omit, insert—

 - (4A) In a combination—
 - (a) the mass on the axle group or single axle of a tag trailer must not be an amount that is more than 30% greater than the sum of the mass on all of the axles of the towing vehicle; and
 - (b) the minimum mass on the steer axle or twinsteer axle group of the vehicle that is towing the tag trailer must be the greater of the following—
 - (i) the mass that is 20% of the sum of the mass limits applying to all of the axle groups and single axles of the towing vehicle;

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- (ii) the minimum mass limit for a steer axle or twinsteer axle group for the vehicle when towing, derived from the rating set for the steer axle or twinsteer axle group by the vehicle's manufacturer.

11 Amendment of Sch 1, s 5 (Mass limits relating to axle spacing generally)

- (1) Schedule 1, section 5(2)(c), 'a B-double that is'—
omit.
- (2) Schedule 1, section 5(3)—
omit, insert—
 - (3) The mass of a road train relating to an axle spacing of the road train must not be more than—
 - (a) for a complying steer axle vehicle, or Euro VI vehicle (single steer axle) for which the steer axle is used to calculate the axle spacing—the table 4 limit increased by 0.5t; or
 - (b) for a Euro VI vehicle (twinsteer) for which the twinsteer axle group is used to calculate the axle spacing—the table 4 limit increased by 0.5t; or
 - (c) for a Euro VI vehicle (complying steer axle) for which the steer axle is used to calculate the axle spacing—the table 4 limit increased by 0.5t; or
 - (d) otherwise—the table 4 limit.
- (3) Schedule 1, after section 5(5)—
insert—
 - (5A) However, for a heavy vehicle that is not a bus, the sum of the mass on each axle group or single axle within the vehicle's axle spacing must not be more than—

- (a) if the reduced mass amount for the vehicle is 55t or less—1t more than the reduced mass amount for the vehicle; or
 - (b) if the reduced mass amount for the vehicle is more than 55t—2t more than the reduced mass amount for the vehicle.
- (5B) For the purposes of subsection (5A), the **reduced mass amount** is the amount calculated by subtracting the sum of the mass deduction amounts stated in the Table in Part 3 in relation to each applicable axle group of the heavy vehicle from the sum of the mass on each axle group or single axle within the vehicle’s axle spacing.

12 Amendment of Sch 1, Pt 2 (Axle Tables)

- (1) Schedule 1, Part 2, Table 1, first and second columns, tandem axle group, provision starting ‘Tandem axle group fitted with single tyres with section widths of—’, paragraphs (a) to (c)—
omit, insert—

(a) less than 375mm	11.5
(b) at least 375mm but less than 450mm	13.8
(c) at least 450mm	14.5

- (2) Schedule 1, Part 2, Table 1, second column, tandem axle group, provision starting ‘Tandem axle group fitted with single tyres on 1 axle and dual tyres on the other axle on—’, paragraph (b), ‘13.0’—

omit, insert—

13.5

- (3) Schedule 1, Part 2, Table 1, second column, tandem axle group, provision starting ‘Tandem axle group fitted with dual tyres on—’, paragraph (b), ‘16.5’—

omit, insert—

17.0

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- (4) Schedule 1, Part 2, Table 1, second column, tri-axle groups, provision starting ‘Tri-axle group on a vehicle fitted with—’, paragraphs (a) and (b), ‘15.0’—

omit, insert—

15.5

- (5) Schedule 1, Part 2, Table 1, second column, tri-axle groups, provision starting ‘Tri-axle group on a vehicle other than a pig trailer fitted with—’, paragraphs (a) to (c), ‘20.0’—

omit, insert—

21.0

- (6) Schedule 1, Part 2, Table 1, entries for quad-axle groups—

omit, insert—

Quad-axle groups	
Quad-axle group fitted with single tyres with section widths of less than 375mm	15.5
Quad-axle group fitted with single tyres with section widths of at least 375mm or dual tyres	21.0

- (7) Schedule 1, Part 2, Table 1, entries for axle groups of 5 or more—

omit, insert—

Axle groups of 5 or more	
Rear group of 5 or more axles on a low loader fitted with single tyres with section widths of less than 375mm	15.5
Any other rear group of 5 or more axles on a low loader	21.0

13 Insertion of new Sch 1, Pt 3

After Schedule 1, Part 2—

insert—

Part 3 Axle Mass Deduction Table

Table—Axle mass deduction

Description of single axle or axle group	Mass deduction (t)
Tandem axle group	
Tandem axle group fitted with single tyres with section widths of—	
(a) less than 375mm	0.5
(b) at least 375mm but less than 450mm	0.5
(c) at least 450mm	0.5
Tandem axle group fitted with single tyres on 1 axle and dual tyres on the other axle on a motor vehicle other than a bus	0.5
Tandem axle group fitted with dual tyres on a vehicle other than a pig trailer	0.5
Tri-axle groups	
Tri-axle group on a vehicle fitted with—	
(a) single tyres with section widths of less than 375mm on all axles; or	
(b) single tyres with section widths of less than 375mm on some axles and dual tyres on the other axles	0.5
Tri-axle group on a vehicle other than a pig trailer fitted with—	
(a) single tyres with section widths of at least 375mm on all axles; or	
(b) dual tyres on all axles; or	
(c) single tyres with section widths of at least 375mm on some axles and dual tyres on the other axles	1.0

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Description of single axle or axle group	Mass deduction (t)
Quad-axle groups	
Quad-axle group fitted with single tyres with section widths of less than 375mm	0.5
Quad-axle group fitted with single tyres with section widths of at least 375mm or dual tyres	1.0
Axle groups of 5 or more	
Rear group of 5 or more axles on a low loader fitted with single tyres with section widths of less than 375mm	0.5
Any other rear group of 5 or more axles on a low loader	1.0

14 Omission of Sch 2 (Concessional mass limits)

Schedule 2—

omit.

15 Omission of Sch 5A (One tonne tri-axle mass transfer allowance)

Schedule 5A—

omit.

16 Amendment of Sch 5B (Euro VI vehicle mass transfer allowance)

(1) Schedule 5B, section 1(3), ‘concessional mass limits or’—

omit.

(2) Schedule 5B, section 1(3), note, ‘section 3 of Schedule 2 and’—

omit.

(3) Schedule 5B, section 1(5)(a)(i) and (d)(i)—

omit.

- (4) Schedule 5B, section 1(5), after subsection (c)—

insert—

- (ca) if the vehicle is fitted with a drive axle that is a tri-axle group—the mass on the drive axle being more than 21t; or

17 Amendment of Sch 6, s 3 (Length—combination or single vehicle)

- (1) Schedule 6, section 3(1)(a), ‘19m’—

omit, insert—

20m

- (2) Schedule 6, after section 3(3A)—

insert—

- (3B) A heavy trailer, being used in a combination that is longer than 19m but not more than 20m, must have a braking system that—

(a) complies with the requirements of ADR 38/05 or a later version of ADR 38; and

(b) is powered by the towing vehicle.

- (3) Schedule 6, section 3(4), in alphabetical order—

insert—

heavy trailer means a heavy trailer within the meaning of ADR (Definitions and Vehicle Categories).

18 Amendment of Sch 6, s 4 (Length—trailers)

- (1) Schedule 6, section 4(2)(b)—

omit, insert—

- (b) the distance from the front articulation point to the rear of the trailer must not be more than—

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- (i) for a semitrailer being towed by a prime mover—14.5m; or
 - (ii) otherwise—12.3m.
 - (2) Schedule 6, after section 4(2)—
 - insert—*
 - (2A) However, subsection (2B) applies in relation to a semitrailer being towed by a prime mover if—
 - (a) the trailer is being used in a combination that is not a B-double or road train; and
 - (b) either—
 - (i) the combination is longer than 19m but not more than 20m; or
 - (ii) the distance from the front articulation point to the rear overhang line of the trailer is more than—
 - (A) for a trailer designed and constructed for the positive control of temperature through the use of refrigerated equipment, which otherwise complies dimensionally—9.9m; or
 - (B) otherwise—9.5m.
 - (2B) Despite subsection (2)(a), for a semitrailer mentioned in subsection (2A), the distance from the front articulation point to the rear overhang line of the trailer must not be more than the maximum distance stated in the Table in Part 4 of Schedule 6 that applies in relation to the wheelbase of the prime mover.
 - (2C) If a semitrailer has a front articulation point to the rear overhang line of more than 9.5m, the trailer must be fitted with side underrun protection complying with ADR106/00 or a later version of ADR106.
 - (3) Schedule 6, section 4(4), example, ‘subsections (1) to’—

omit, insert—

subsections (2)(a), (b)(ii) and

- (4) Schedule 6, section 4(5), ‘subsections (2) and (3)’—

omit, insert—

subsections (2), (2B) and (3)

- (5) Schedule 6, section 4(9), ‘subsection (2)(b)’—

omit, insert—

subsection (2)(b)(ii)

- (6) Schedule 6, section 4(10), ‘subsection (2)(b)’—

omit, insert—

subsection (2)(b)(ii)

19 Amendment of Sch 6, s 5 (Length—rear overhang)

- (1) Schedule 6, after section 5(1)—

insert—

- (1A) However, subsection (1B) applies in relation to a semitrailer being towed by a prime mover if—

(a) the combination is longer than 19m but not more than 20m; and

(b) the distance from the front articulation point to the rear overhang line of the trailer is more than—

(i) for a trailer designed and constructed for the positive control of temperature through the use of refrigerated equipment, which otherwise complies dimensionally—9.9m; or

(ii) otherwise—9.5m; and

(c) the distance from the front articulation point to the rear overhang line of the trailer complies with the maximum distance stated in the Table in Part 4 of Schedule 6 that

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applies in relation to the wheelbase of the prime mover.

(1B) Despite subsection (1), for a semitrailer mentioned in subsection (1A), the rear overhang of the trailer must not be more than the lesser of the following—

- (a) 4m;
- (b) the length that is 60% of the distance between the trailer’s front articulation point and its rear overhang line.

(2) Schedule 6, section 5(2), ‘subsection (1)(a)’—

omit, insert—

subsections (1)(a) and (1B)

20 Insertion of new Sch 6, Pt 4

Schedule 6, after Part 3—

insert—

Part 4 Trailer Length Table

Table—Maximum distance for a semitrailer from the front articulation point to the rear overhang line for the wheelbase of the prime mover

Wheelbase (m)		Maximum distance (m)
at least	less than	
3.5	4.1	10.5
4.1	4.3	10.4
4.3	4.4	10.3
4.4	4.6	10.2
4.6	4.8	10.1
4.8	4.9	10.0

Wheelbase (m)		Maximum distance (m)
at least	less than	
4.9	5.1	9.9
5.1	5.2	9.8
5.2	5.4	9.7
5.4	5.5	9.6
5.5	5.6	9.5
5.6	5.8	9.4
5.8	5.9	9.3
5.9	6.0	9.2
6.0	6.2	9.1
6.2	6.3	9.0
6.3	6.4	8.9
6.4	6.5	8.8
6.5	6.6	8.7
6.6	–	8.6