



Wednesday 23 July 2025  
Department of the Treasury  
Economic Reform Roundtable  
Langton Crescent  
Parkes ACT 2600

Via email: [ReformRoundtable@treasury.gov.au](mailto:ReformRoundtable@treasury.gov.au)

Dear Secretariat,

### **Re: Submission to the Economic Reform Roundtable**

The Australian Livestock and Rural Transporters Association (ALRTA), the national peak body representing rural and livestock transport operators, welcomes the opportunity to contribute to the Government's Economic Reform Roundtable. Our members play a vital role in Australia's \$90 billion agricultural economy and more than 300,000 supply chain jobs. We're putting forward a practical, industry-led reform agenda that delivers measurable productivity gains, national resilience, and stronger long-term returns for government and industry alike.

#### **1. Improving Productivity**

A national High Productivity Vehicle (HPV) framework will benefit all rural freight — including grain, fertiliser, fodder, and produce — by enabling a safer, modernised high productivity fleet with consistent access.

Unlocking freight productivity requires national leadership and interoperability — from digital compliance tools to automated access. We support federal investment in the Austroads-led automated access system and a consistent HPV framework to enable safe, modern high productivity vehicles across livestock and rural freight.

Our *6-Star Trucking* model rewards operators who exceed minimum standards in fatigue, maintenance, training, biosecurity, and animal welfare — delivering safer roads, stronger supply chains, and reduced enforcement costs.

Freight corridors are more than infrastructure — they're economic connectors that underpin trade, emergency response, and social cohesion.

We support elevating freight policy through bipartisan recognition and the appointment of a dedicated ministerial or departmental lead — consistent with longstanding industry calls to reflect the sector's economic importance and support long-term, strategic reform.

#### **2. Building Economic Resilience**

Australia's freight resilience is under pressure from climate events, workforce shortages, and disease threats. ALRTA recommends:

- **A National Truckwash and Biosecurity Infrastructure Plan**, co-designed with government and industry, to prevent disease spread across livestock and grain freight. Facilities must support effluent management, sweep-out bays, and load separation — while allowing flexibility for jurisdictional needs, including WA's environmental sensitivities.

- **Strengthen fuel security and emergency freight continuity to help safeguard national food security**, supported by greater transparency of reserve levels and compliance with International Energy Agency (IEA) stockholding obligations.
- **A Rural Driver Training Academy**, underpinned by formal recognition of livestock and rural freight driving as a skilled occupation. This would help address workforce shortages, support migration planning, and improve safety and welfare outcomes. The concept is supported by Industry Skills Australia.
- **Investment in disaster-resilient freight corridors**, as recommended by the 2023 Review of the National Freight and Supply Chain Strategy, to safeguard critical road and rail infrastructure from floods, cyberattacks, fuel shortages, and animal disease outbreaks.

### 3. Strengthening Budget Sustainability

The *6-Star Trucking* model promotes budget sustainability through incentive-based compliance. Operators who voluntarily meet higher standards in fatigue, maintenance, biosecurity, training, and animal welfare receive tangible benefits while reducing enforcement burdens and improving outcomes.

Economic modelling based on data from the National Heavy Vehicle Regulator (NHVR), Bureau of Infrastructure and Transport Research Economics (BITRE), and Austroads indicates:

- Crash and fatigue risk reduction: \$8,000–\$14,000 per truck
- Maintenance and insurance savings: \$6,000–\$8,500
- Productivity gains from HPV access: \$10,000–\$15,000
- **Total annual national savings: \$422 million – \$1.1 billion (based on 20,000 vehicles)**

The model is fiscally responsible, scalable, and consistent with the Government's focus on productivity-led growth and value-for-money investment.

### Conclusion

Livestock and rural freight are vital to Australia's food security, export success, and regional prosperity. The reforms we propose are practical, cost-effective, and nationally significant. We urge the Government to consider them as part of a forward-looking freight strategy.

Please contact our General Manager, Policy and Strategy, Mr Ashley Mackinnon, via [ashley@alrta.org.au](mailto:ashley@alrta.org.au) or 0407 766 153 to discuss further.

Yours sincerely,



Anthony Boyle  
Executive Director  
Australian Livestock and Rural Transporters Association