



Telematics Industry Group Forum

29 July 2026



Austroads and TCA acknowledge the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work.

We pay our respects to Elders past, present and emerging for they hold the memories, traditions, culture and hopes of Aboriginal and Torres Strait Islander peoples of Australia.

Austroads and TCA acknowledge and respects the Treaty of Waitangi and Maori as the original people of New Zealand.

Agenda

1

CEO's welcome

Geoff Allan, CEO Austroads, MD TCA

2

Update on the HVNL reform

Benjamin Baker, Principal Policy Advisor, NHVR

3

Proposed technology changes to EWDs

Gavin Hill, Austroads

4

Expanding the role and function of the group

Gavin Hill, Austroads

5

Freight Industry Perspectives on Telematics

Chris Koniditsiotis, Principal, Phronesis

6

Service Delivery update

Paddy Goodall, Austroads

7

New Zealand developments

Gavin Hill, Austroads

8

Q&A and session close

Questions and comments from attendees



CEO's Welcome

Geoff Allan

Chief Executive, Austroads
Managing Director, Transport Certification Australia

CEO's welcome

- Achievements:
 - 20,000+ vehicles in the National Telematics Framework
 - Nearly half a billion (445 million) records per month
 - Integration of regulatory telematics with access decision-making through NAAS and rolling out analytics to road managers
 - TCA and Austroads supporting New Zealand Transport Agency adopting lessons and operational systems in NZ
- We can't do this without you.

The background of the slide is a dark blue-tinted photograph of a road winding through a rural landscape. A large truck is visible in the distance on the road. The image is overlaid with a geometric pattern of blue triangles.

HVNL Reform Implementation Update

Supporting industry readiness for 1 August

Ben Baker, NHVR Principal Policy Advisor - Strategic Policy

Preparing industry for commencement

01

Get ready

Establishing implementation plans and a program team
Preparing NHVR systems, processes and resources
Working with partners to support a smooth transition

02

Engage and educate

Delivering information on the reforms
Engaging with operators, industry groups and stakeholders
Promoting understanding and awareness

03

Activate

Shifting from education to action
Delivering guidance material, resources, info sessions
Ensuring businesses are ready for commencement

04

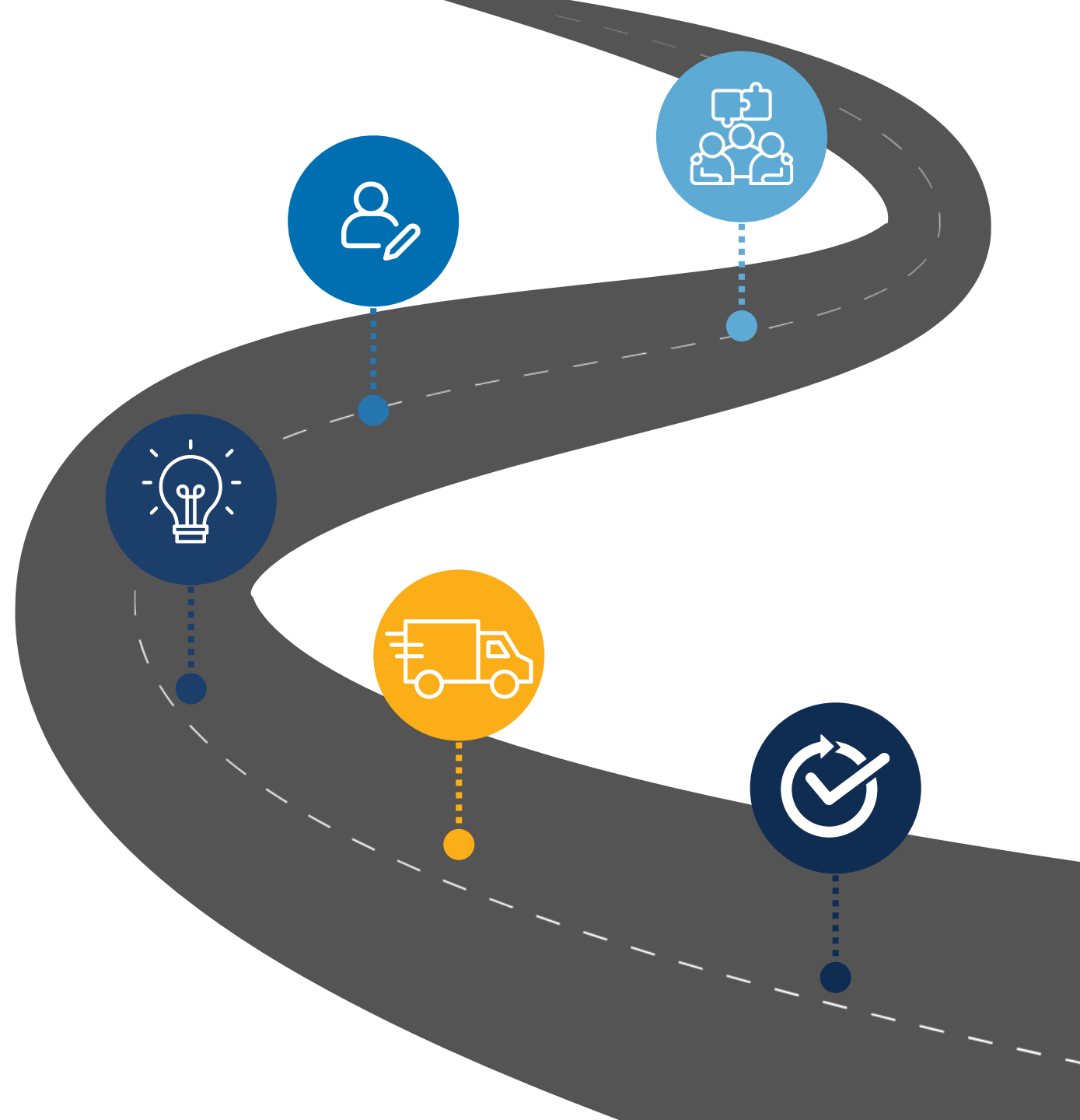
Roll out

Amended HVNL takes effect on 1 August 2026
Supporting implementation across the heavy vehicle sector
Providing ongoing support as changes take effect

05

Sustain

Supporting continuous improvement
Continuing education and guidance
Monitoring implementation and feedback



HVNL reform:

- A review of the HVNL, led by the National Transport Commission (NTC), commenced in 2019
- The review aimed at improving safety and productivity for Australia's heavy vehicle sector

Key objectives:

- Improving freight productivity
- Support safer technologies
- Align with modern freight operations

**The amended HVNL
will commence this
Saturday, 1 August
2026.**

Key changes to HVNL

- Accreditation
 - General Safety
 - Alternative Compliance Accreditation
 - National Audit Standard
- Mass and Dimension
- Fatigue
 - Unfit to Drive
- Penalties
- Codes of Practice
- NHVR's Operational Systems and Materials
 - Revise and develop website content
 - Back of house systems
 - Training development



Implementation milestones



- **Building the foundation with government and industry partners**
 - National Audit Standard (NAS) finalised and approved by Ministers and published to the NHVR website alongside other statutory instruments.
- **Defining transition pathways**
 - NHVAS to HVA transition: Communications distributed to accredited operators to ensure they are aware of the timeframes and transition options available to them. A new HVA landing page on the NHVR website has been created to host all new guidance material.
- **Operational changes prepared**
 - MDL impacts: More than 120 notices identified with updates underway and engagement progressing with road managers.
 - Systems changes, including NHVRGo updates, are being finalised to support implementation.
 - Working to align EWD systems with the amended HVNL.

HVNL reform implementation

A review of the Heavy Vehicle National Law (HVNL), led by the National Transport Commission (NTC), commenced in 2019 and aimed to update the existing law to improve safety and productivity for Australia's heavy vehicle sector. The review identified a series of reform options to enhance the effectiveness of the HVNL for governments, industry and the broader community.

This process resulted in the development of the [Heavy Vehicle National Law Amendment Bill 2025](#) and the *Heavy Vehicle National Amendment Regulations 2025* (together, the 2025 Amendment Package), which was passed without amendment by Queensland Parliament on 18 November 2025.

The amended HVNL will commence on 1 August 2026.

The NHVR is actively preparing for the implementation of the amended law, to ensure a smooth transition for industry and regulatory partners.

Supporting standards and guidelines

The NTC and NHVR have now released key statutory instruments supporting the amended HVNL, following Ministerial approval of the final legislative package in May 2026.

The instruments provide the detailed standards and guidance that underpin the amended law, covering accreditation, fatigue management and safety assurance.

Read the statutory instruments:

- [National Audit Standard For Heavy Vehicle Accreditation \(PDF, 518KB\)](#)
- [Ministerial Guidelines for Heavy Vehicle Accreditation 2026](#)
- [Safety Management System Standard 2026](#)
- [Ministerial Standard for alternative compliance hours](#)

What's changing?

- [Heavy Vehicle Accreditation \(HVA\) scheme](#) and [Safety Management Systems \(SMS\)](#)
- [Audits](#)
- [Unfit to Drive](#)
- [Work Diaries](#)
- [Mass, Dimension and Loading](#)

HVNL Industry Information Sessions

The NHVR hosted a series of online industry information sessions throughout May to support operators, drivers, and transport businesses in understanding the upcoming amendments to the HVNL, and what these changes will mean in practice ahead of commencement mid-year. The recordings of each session, as well as the presentation slides, can be found below.

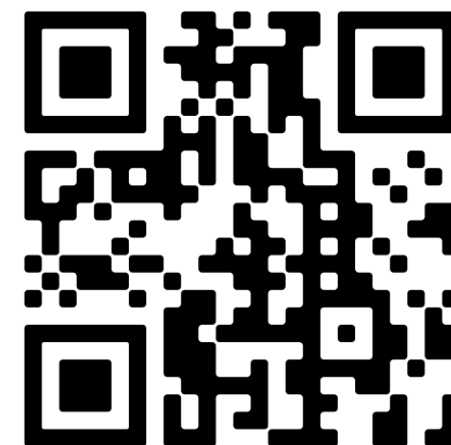
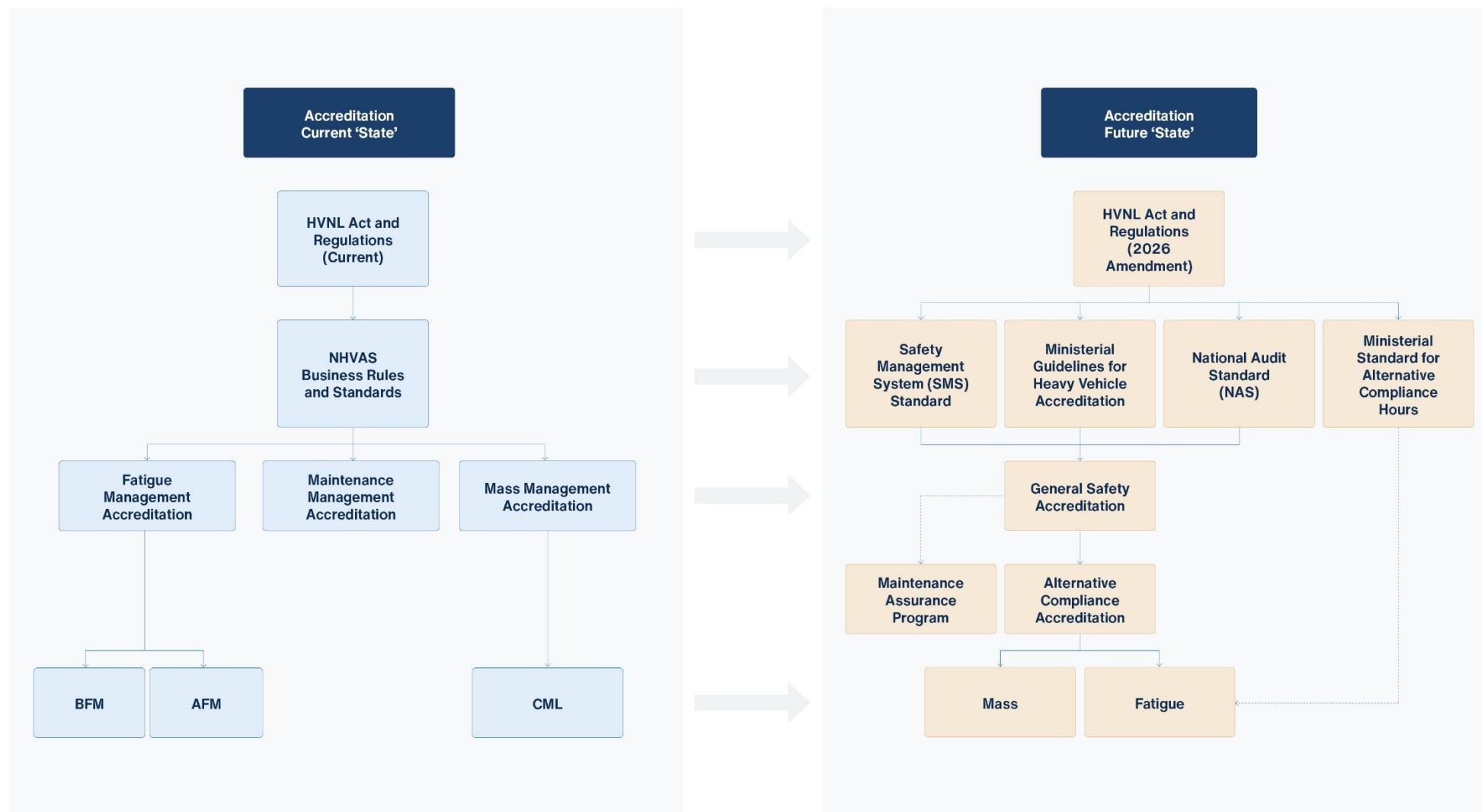
www.nhvr.gov.au/hvnl

➤ Information and support continue to grow

- New guidance continues to be released, including resources on Unfit to Drive and the Written Work Diary.
- Communications are helping operators understand what is changing and what actions they may need to take.
- Education and engagement continue through webinars, information sessions, direct engagement at conferences forums and events, website updates, industry newsletters and the HVNL social media campaign.
- Additional resources will continue to be published as industry transitions to the amended HVNL.



Accreditation - Transition from NHVAS to HVA



Scan the QR code to read more about the new scheme

Accreditation - Safety Management System (SMS)



SMS becomes a core accreditation requirement

- A new standard for SMS is being introduced under the amended law
- The standard shifts the focus from providing **prescriptive** requirements to being **performance** based.
- Operators will need to ensure they're not just achieving **compliance**, but they are focussed on **managing safety**.

The new SMS standard is:

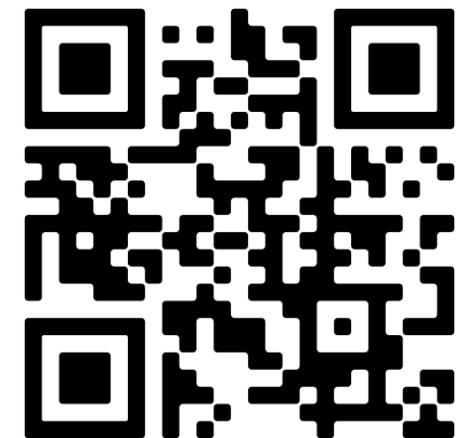
- Scalable to operator size, nature, complexity and risk profile.
- Evaluated by auditors in accordance with the National Audit Standard.
- New audit matrices against SMS Standard.
- SMS elements evaluated using the PSOE approach.
- Considers organisational culture in evaluating effectiveness.

Support

- Guidance material is currently being developed to support operators.



Scan the QR code to
read more on SMS



Accreditation - Transition approach

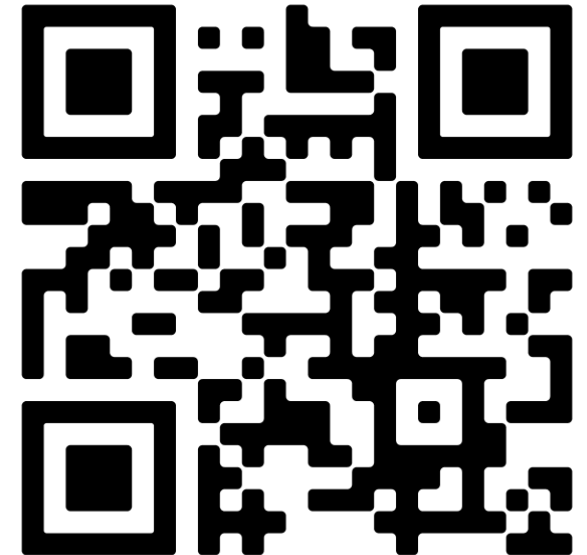


- **Transition starts 1 August:** NHVAS replaced by HVA under 2025 HVNL amendments.
- **Phased approach:** Operators able to continue in NHVAS until expiry, with both NHVAS and HVA to run concurrently for up to three years.
- **Transition period:** Allows operators time to plan and move across.
- **Expiry before 1 August:** Reminder to submit maintain application + complete audit by communicated date → 2-year accreditation.
- **Expiry 1 August 2026 to January 2027:** Invited to submit early maintain application → 2-year accreditation.
- **Later expiry dates:** SMS tools, guidance, and case-by-case extensions to support transition.
- **Support & communications:** Updates via NHVR Go, newsletters, website, and social media.

**You can read more
about the transition
on the NHVR website!**

- Increases the General Mass Limits (GML) to align with the current Concessional Mass Limits (CML).
- Expands Euro VI concessions to include road trains.
- Increases the length limit for vehicles from 19 metres to 20 metres.
 - B-doubles are not included in the current changes but will be considered in future regulatory amendments.
- Amends the tow mass ratio and associated conditions for tag trailers.
- Removes the requirement to have mass accreditation to access CML (as CML is removed).

Scan the QR code to find the
MDL factsheets



Fatigue



Read the new Unfit to Drive guidance on the NHVR website

- The unfit to drive component expands on the existing duty not to drive while impaired by fatigue, recognising that a person's health or fitness - not just fatigue - may impact their ability to drive safely.
- An Unfit to Drive guide for driver's has been developed and published on the NHVR website and includes:
 - Explanation of the duty
 - Signs of being unfit to drive
 - Examples of being unfit to drive
 - Driver obligations and guidance on managing fitness to drive
- Updated work procedures, guides, and forms are being finalised for operations.

Unfit to Drive



The content on this page includes amendments due to changes to the Heavy Vehicle National Law and Regulations that commence on 1 August 2026 and only relates to the new act. For more information, please see [HVNL reform implementation](#).

This page provides information for drivers about the unfit to drive duty introduced following the 2025 amendments to the Heavy Vehicle National Law (HVNL).

What is the unfit to drive duty?

Under the HVNL, a person must not drive a heavy vehicle on a road while impaired by fatigue or unfit to drive.

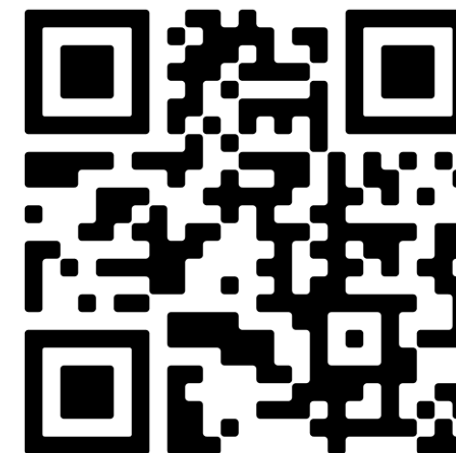
The unfit to drive component expands on the existing duty not to drive while impaired by fatigue, recognising that a person's health or fitness - not just fatigue - may impact their ability to drive safely.

The duty not to drive while impaired by fatigue or unfit applies to drivers of all heavy vehicles over 4.5 tonnes - not just those operating fatigue-regulated heavy vehicles.

When is a driver unfit to drive?

A driver is unfit to drive if at that time, they are not of sufficiently good health or fitness to drive the heavy vehicle safely. This may be due to physical or mental health conditions, temporary illness, injury, or the effects of alcohol and other drugs.

Scan the QR code to read the guidance

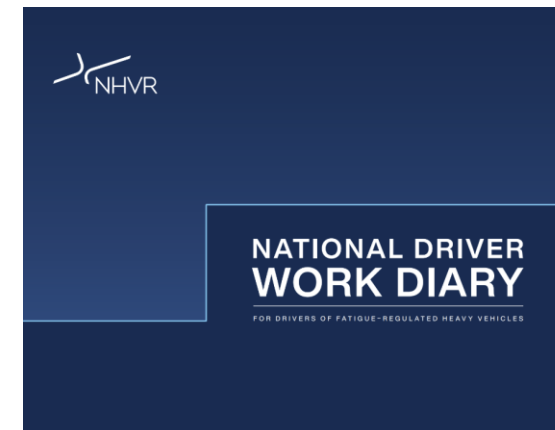
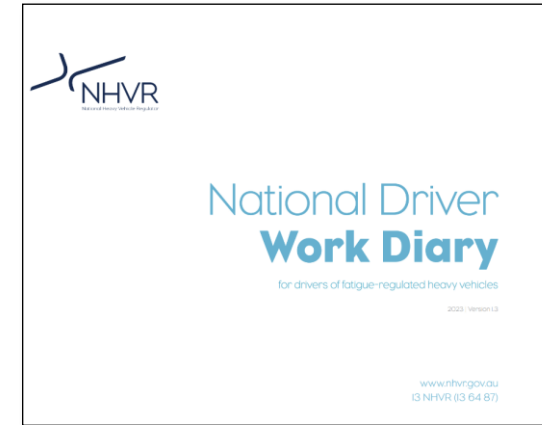


Written Work Diary



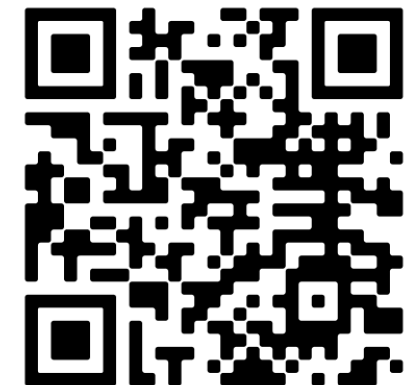
- The WWD has been updated to reflect amendments to the HVNL, including:
 - Inclusion of the option for drivers to indicate they are working under Alternative Compliance Hours (ACH)
 - Marking *Standard Hours* or *Standard Bus Hours* is now optional
 - Marking the Day of the Week is now optional
 - Recording of Work and Rest Hours Totals is now optional
 - General updates to ensures the WWD aligns with amended HVNL terminology
- The updated WWD will be available for the commencement of the amended law and will be progressively introduced as existing WWD stock depletes.
- Drivers can continue using their current WWD until it is filled up.
- An information sheet highlighting the key changes between the current and updated WWD has been published to the website to help drivers understand the changes.

Current WWD



Updated WWD

Scan the QR code to
read the updated WWD
factsheet



- The NHVR has now shifted from our **educate and engage** phase, to **activate**.
- During the engage and educate phase, we built understanding of the reforms and the NHVR's plans for implementation, through trade media editorials, advertisements, social media posts, articles in the On the Road newsletter, targeted communications etc.
- Guidance, tools and templates to support readiness for commencement are now being rolled out across the NHVR's channels.
- This allows for a shift from knowledge to action.
- The NHVR's direct engagement with industry continues to ramp up through subject matter experts speaking at online info sessions, conferences and events, in addition to providing information through roadside information hubs and toolbox talks.
- Education and learning materials are continuing to be rolled out across the NHVR's channels (e.g. On the Road, website, social platforms).



Unfit to Drive/Fatigue

- Guidelines and checklists to help operators and drivers understand expanded unfit-to-drive duties.
- FAQs and training support for auditors to assess fatigue compliance.

Written & Electronic Work Diaries

- Transition materials and templates to guide operators on using WWDs and EWDs correctly.
- FAQs and practical examples to clarify common recording and compliance scenarios.

NHVAS → HVA Transition

- Operator guidelines and step-by-step checklists for moving from NHVAS to HVA.
- Templates and tools for Safety Management System (SMS) entry, audits, and Alternative Compliance Accreditation (ACA).

Mass, Dimension & Loading (MDL)

- Updated guidance on accessing General Mass Limits (GML) and other concessions.
- Templates and procedures for obtaining permits and liaising with road agencies.

Systems

- NHVR GO updates to reflect HVNL changes, helping operators and auditors manage accreditation, reporting, and compliance more efficiently.

Media & communications activity



News

Date confirmed for commencement of amended HVNL

STAFF WRITER
May 22, 2026, 12:23 pm



The NHVR will continue to release more information and guidance in the lead up to commencement on its website.
Image: Scott Donkin/stock.adobe.com

The National Heavy Vehicle Regulator (NHVR) has now confirmed the date that the amended Heavy Vehicle National Law (HVNL) will come into play.

Following Ministerial approval of the supporting statutory instruments, the new HVNL will come into effect from August 1, 2026.

National Heavy Vehicle Regulator
27,888 followers
4w · 🌐

Are you operating under the current National Heavy Vehicle Accreditation Scheme?

The NHVAS is transitioning to a new scheme, however, if you're currently accredited your expiry date still stands. It's important to check your expiry date and find out what it means for you. Learn more here www.nhvr.gov.au/hva

NHVAS to HVA transition

NHVR
HVNL TRANSITION JULY 2026

Steve Eickhoff and 39 others
15 reposts

Like Comment Repost Send



29 May 2026

NHVR HVNL industry information sessions: recordings now available

Good afternoon,

Thank you to everyone who joined the NHVR's recent Heavy Vehicle National Law (HVNL) online information session focused on fatigue reforms.

The fatigue information sessions held on Wednesday attracted more than 585 attendees. The strong participation reflects industry's continued focus on preparing for the commencement of the amended HVNL.

New chapter for industry in heavy vehicle accreditation

Opinion

PAUL DAILY
March 24, 2026, 6:08 pm

From mid-2026, the NHVAS will be replaced by the new HVA scheme as part of the 2025 Heavy Vehicle National Law evolution.

National Heavy Vehicle Regulator
4h · 🌐

Missed the Heavy Vehicle National Law reform info sessions? Don't stress - the recordings are now available to watch.

Stay safe, stay compliant. Find the recordings here <https://www.nhvr.gov.au/law.../hvnl-reform-implementation> See less

HVNL REFORM INFO SESSION RECORDINGS NOW AVAILABLE

- MASS, DIMENSION AND LOADING
- PERFORMANCE BASED STANDARDS
- ACCREDITATION
- FATIGUE AND FITNESS TO DRIVE

Everything you need to know now available on YouTube

NHVR
National Heavy Vehicle Regulator

NHVAS Auditor Fortnightly Update - April 2026

Auditor training update

Good morning,

The NHVR is pleased to advise the *Auditor Training and Competency Strategy*, which has been developed to support your transition to the new Heavy Vehicle Accreditation (HVA) scheme, has been approved.

As part of this transition, all auditors will be required to complete several key training components

Induction webinar

News

Information sessions on upcoming HVNL changes

STAFF WRITER
May 5, 2026, 9:38 am



The HVNL amendments will come into effect in July 2026. Image: Gary/stock.adobe.com

Updates to the Heavy Vehicle National Law (HVNL) are set to come into effect in July 2026, bringing about various changes for operators.

The National Heavy Vehicle Regulator (NHVR) is hosting a series of online industry information sessions this month aimed at supporting operators, drivers, and transport businesses in understanding the upcoming HVNL amendments, and what these changes will mean in practice.

The Heavy Vehicle National Law is changing from 1 August 2026

To help industry prepare for the changes, the National Heavy Vehicle Regulator (NHVR) has delivered a series of online industry information sessions outlining the key reforms and what they will mean in practice for operators, drivers and transport businesses.

Each session is succinct, informative and responds directly to industry questions. Recordings are available, making it easy to revisit key topics or share information across your organisation, whether it's relating to Mass, Dimension and Loading changes, the new Heavy Vehicle Accreditation scheme, or fatigue requirements.

Visit the NHVR website to watch the sessions and access further guidance: www.nhvr.gov.au/hvnl

NHVR
National Heavy Vehicle Regulator

STAY SAFE STAY COMPLIANT.

www.nhvr.gov.au/hvnl

The HVNL is changing. Stay safe, stay ...

 by National Heavy Vehicle Regulator

Playlist • 12 videos • 396 views

The Heavy Vehicle National Law will be amended on 1 August. Whether you're a driver, operator, auditor, r...more

 Play all





HVNL Changes for Drivers
National Heavy Vehicle Regulator
228 views • 4 days ago



HVNL Changes for Drivers
National Heavy Vehicle Regulator
145 views • 4 days ago



HVNL Changes for Industry
National Heavy Vehicle Regulator
113 views • 4 days ago



HVNL Changes for Industry Associations
National Heavy Vehicle Regulator
119 views • 4 days ago



HVNL Changes for Drivers
National Heavy Vehicle Regulator
252 views • 4 days ago

- Check out the NHVR's social media channels to see these videos progressively roll out.
- Or, you can view all the videos on YouTube.
- The campaign is rolling out nationally across NHVR social media platforms, digital and billboard advertising and radio.

Thank you & questions

For more information:

13 NHVR (13 64 87)

info@nhvr.gov.au

nhvr.gov.au

 nhvrsocial

 nhvrsocial

 NHVR

 National Heavy Vehicle Regulator

Electronic Work Diary

Outcomes from independent assurance testing

Gavin Hill

General Manager Strategic Engagement and Performance, Austroads

For NHVR

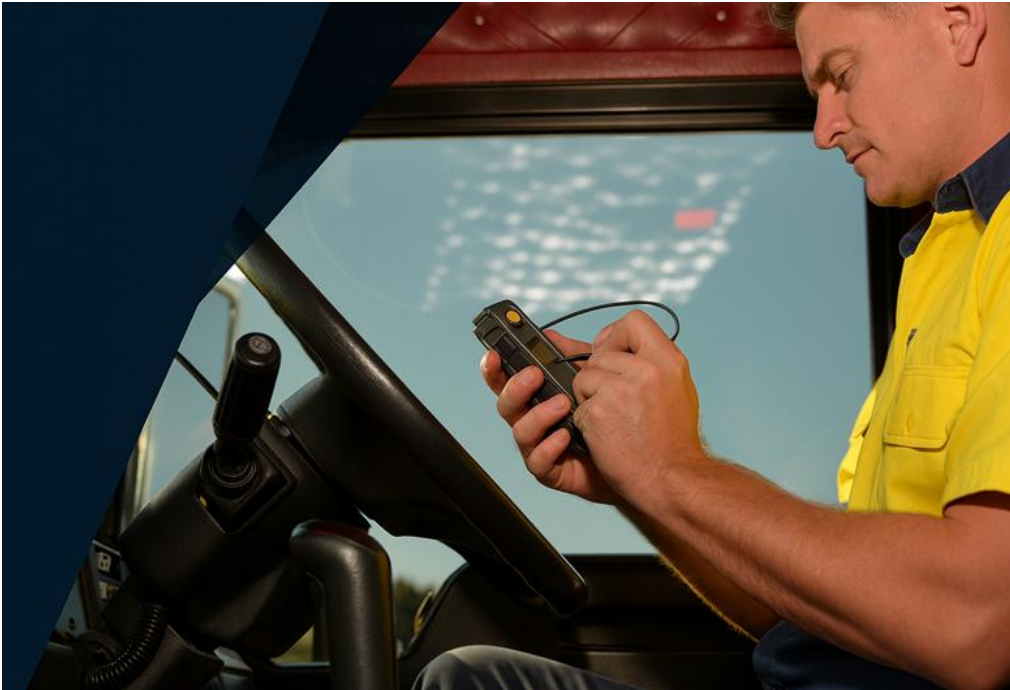
Partnership and the ongoing value of EWDs



- EWDs support more accurate, timely and transparent recording of work and rest hours
- Drivers and operators are realising clear benefits, including ease of use and time savings compared to Written Work Diaries (WWD).
- The NHVR promotes the use of EWDs as a modern, approved alternative to WWDs, supporting industry transition to technology-enabled compliance.
- Ongoing engagement with providers is essential to ensure EWDs continue to meet the Standards and contribute to improved road safety outcomes.



What was heard from industry



Variability in how time, time zones and location information is captured and represented



Inconsistencies regarding the modification and traceability of confirmed driver records



Differences between on-device compliance view or compliance report outputs



Difficulties maintaining record consistency and integrity as data moves between EWD systems



Challenges in achieving consistent application of work and rest rule logic across operating scenarios



Core operational behaviours were observed, with differing approaches across EWDs



Two-up operation showed differences in how records were maintained for both drivers



Controls to keep driver records separated were applied differently across systems



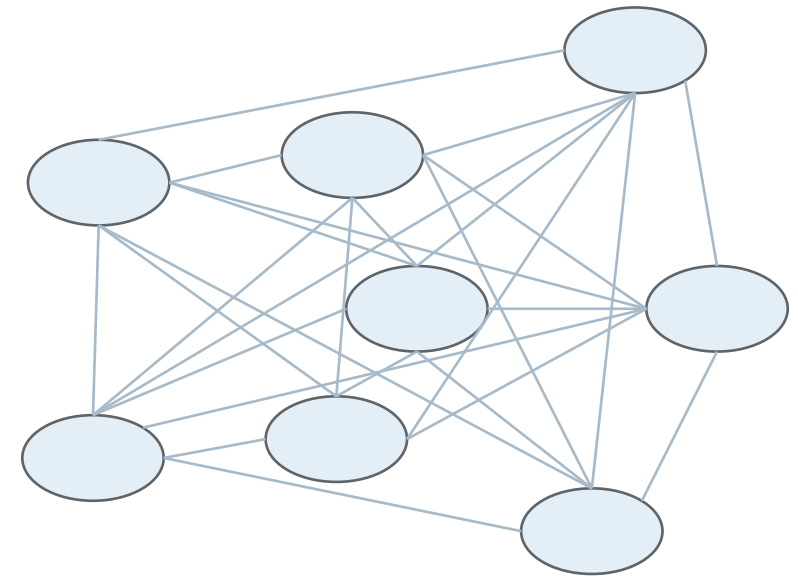
GNSS and location information was not always captured or presented in the same way

Enforcement requirements

- Issues identified in how enforcement artefacts were generated and presented
- Compliance reports and compliance views were not always aligned
- Investigation aid outputs did not always reflect expected information
- Supporting information (timestamps, history, annotations) was not always visible
- Two-up information was not always clearly represented on enforcement artefacts



- Driver data exchanges between EWDs did not always support equivalent reconstruction of driver records
- External EWD data was not always applied and represented as intended once received
- Limitations were observed in how driver's 28-day work and rest history was reconstructed across systems
- Interoperability outcomes were influenced by how data requests, transfers, and responses were handled.





Issues identified
with how work and
rest rule sets
operated in
practice



Breach counting
and reset
behaviour did not
always align across
scenarios



Fatigue option
changes affected
how some records
were applied



Application of the
driver's base time
zone and real-time
clock influenced
reported totals

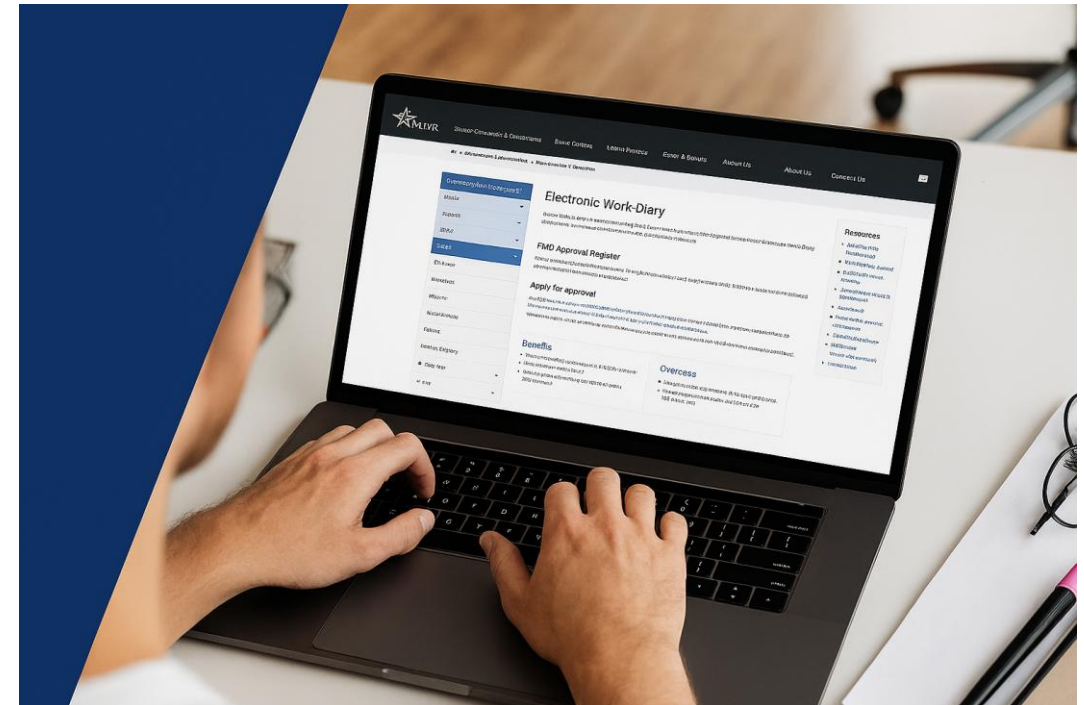


State transitions
and historic data
sometimes
affected breach
outcomes

Key themes from independent assurance testing

- Testing outcomes aligned closely with the feedback raised by industry
- Many of the issues identified were 'systematic' in nature, rather than specific to individual providers
- Systems designed to the same specification did not always produce the same outcomes in practice
- Inconsistencies in how data is captured, retained or exchanged.

- Conclusions from testing point directly to a need for change
- Current system architecture limits consistent behaviour across EWD systems
- Identified issues are not efficiently resolved through individual system changes
- Clearer, more precise specification are needed to support consistent implementation
- Strengthening shared system architectural foundations supports better outcomes across the broader framework



Proposed technology changes to EWDs

Gavin Hill

General Manager Strategic Engagement and Performance, Austroads

Proposed technology changes to EWDs

- What is TCA's role with Electronic Work Diaries (EWDs)
- What are the aims and objectives of the reform
- What are the proposed major changes for Gen 2.0 EWDs
- Next steps and timing

About us

What's our role with EWD?

To work with the NHVR to improve the operation of EWDs

To deliver a nationally consistent, suitable approach to EWD standards, assurance and technology oversight

Aims and objectives

To improve key elements of the EWD

1. Improve the definition of functional and technical requirements
2. Improved assessment and testing arrangements (against functional and technical requirements)
3. Remove the complexity of sharing data between EWD providers

Aims and objectives

To improve key elements of the EWD

Improvements will map to the NHVR's themes from independent assurance testing:

- Many of the issues identified were 'systematic' in nature, rather than specific to individual providers
- Systems designed to the same specification did not always produce the same outcomes in practice
- Testing outcomes aligned closely with the feedback raised by industry
- Inconsistencies in how data is captured, retained or exchanged.

What's *not* Changing?

1. The NHVR remains the approving entity for EWDs under the HVNL
2. The NHVR remains the regulator for fatigue and fatigue management (in HVNL participating jurisdictions)
3. The EWD remains a voluntary option for transport operators and drivers

What's changing

Clearer, less ambiguous requirements

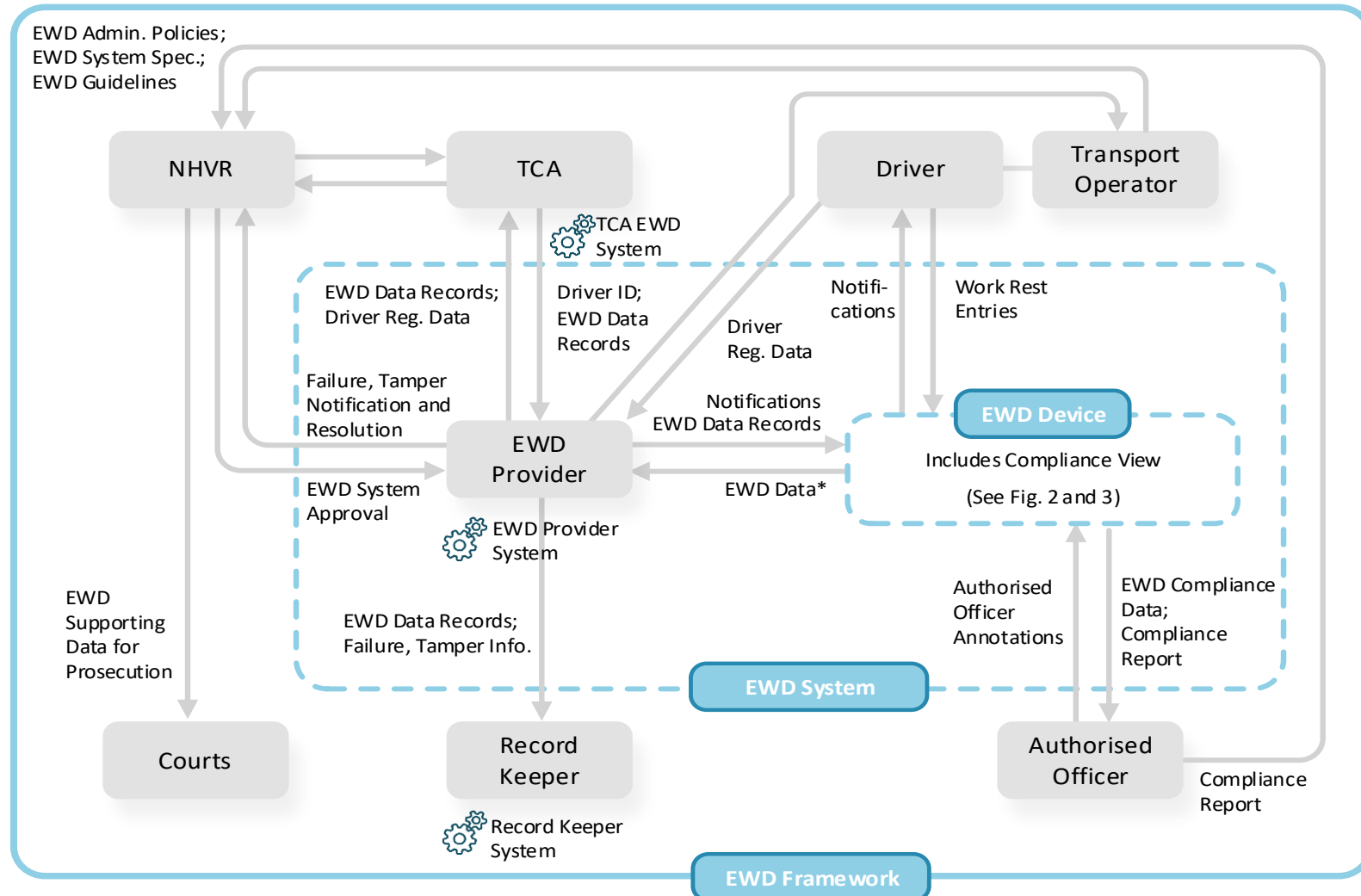
1. The Gen 2.0 EWD System Specification provides greater clarity on requirements, and intended outcomes
2. The Gen 2.0 EWD Business-to-Business Data Exchange Specification provides for standardised schemas and data transfer mechanisms
3. Requirements will be matched to assessment, testing and assurance requirements

What's changing

Unique Driver Identification

1. UDIs will be replaced with Driver IDs issued by TCA
2. A unique Driver ID will be associated with every driver registered by their EWD provider (automated real-time process)
3. Driver IDs will be stored in the TCA-managed centralised EWD register

EWD Framework and EWD System

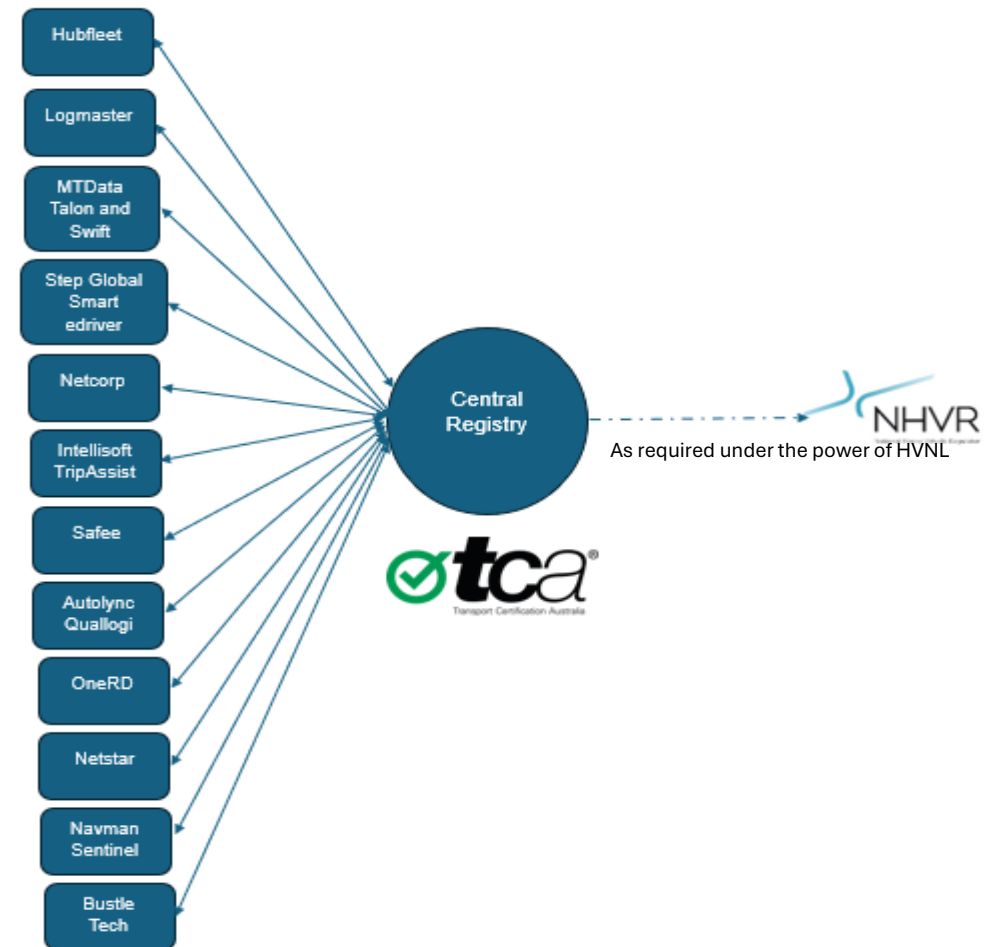
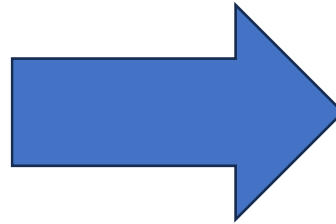
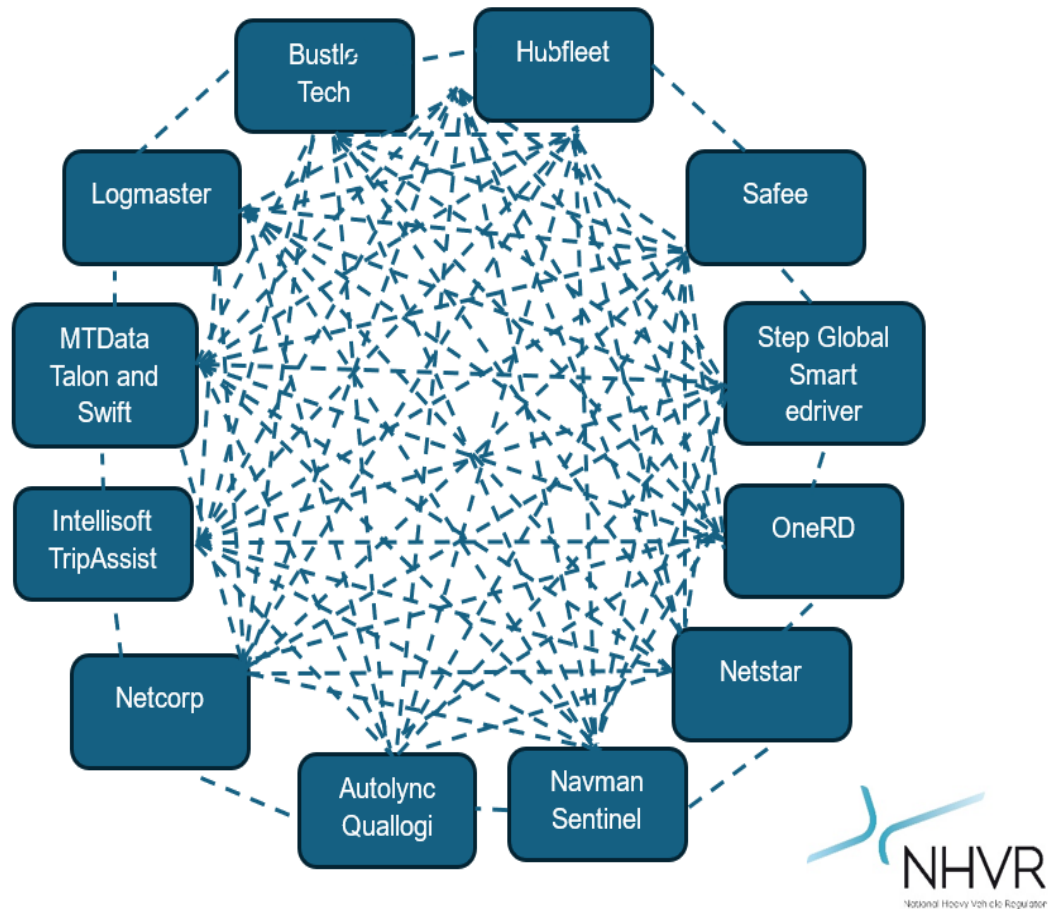


What's changing

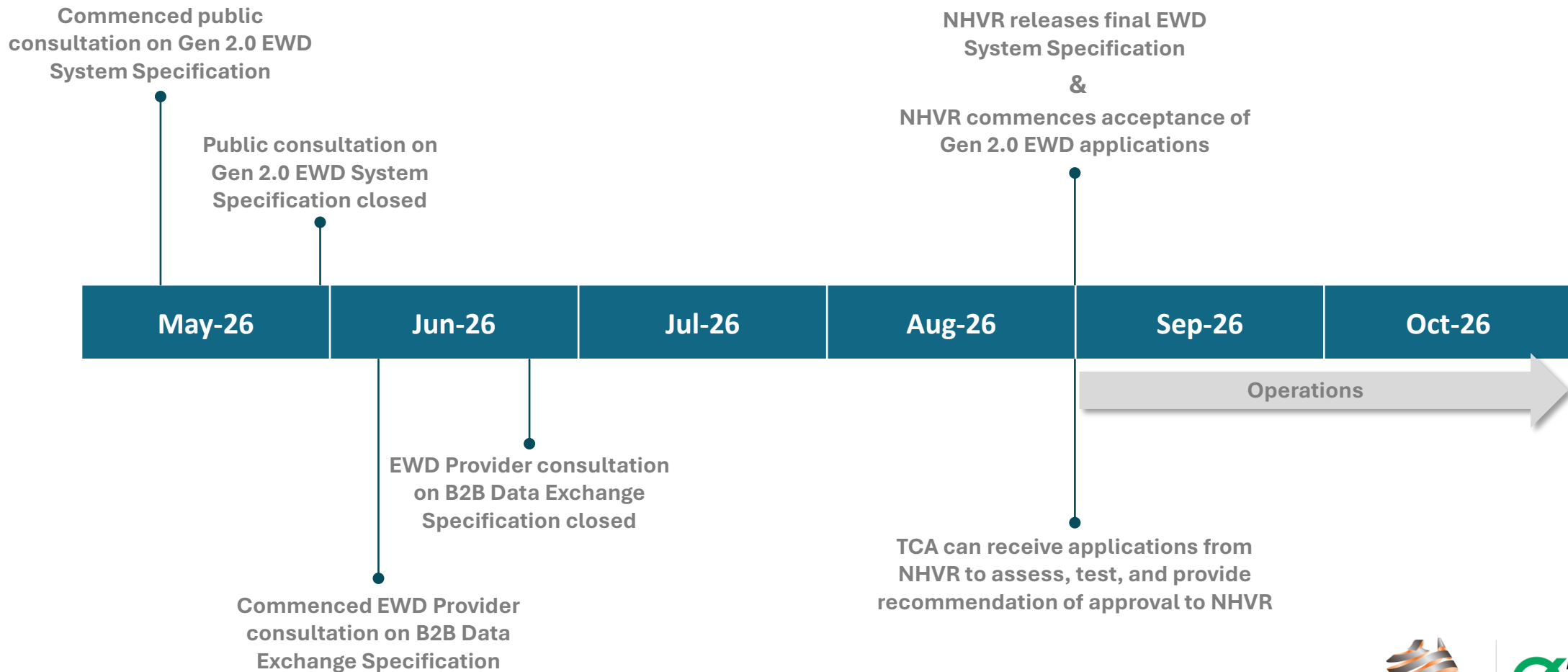
Centralised data store for EWD records

1. A single location for all work and rest records for every EWD user, no matter how many EWD systems they use
2. Reduced burden on EWD Providers (overcomes the need to maintain a 'peer-to-peer' data transfer arrangement between Providers)

What's changing



Next steps and timing





Expanding the role and function of the group

Gavin Hill

General Manager Strategic Engagement and Performance, Austroads

Expanding the role and function of the group

- EWD and Fatigue Monitoring
- Trailer Monitoring
- Discussion and Information Sharing
- Regulatory and Non-regulatory Technologies
 - Technology Industry Group



Freight Industry Perspectives on Telematics and Providers

Chris Koniditsiotis
Advisor and Consultant

Technology Industry Group Meeting
29 July 2026

Chris K Phronesis

Wisdom in determining ends and the means of attaining them

Presentation Outline

1. Being an expert witness in court proceedings
2. Road transport industry perspectives on telematics and providers - *A Guide for Road Transport Industry Users and Vendors (Survey of Road Freight Industry on behalf of SARTA and funded by ATA).*

Chris K Phronesis

Wisdom in determining ends and the means of attaining them

Expert Witness in Court Proceedings

The most important advice for a **technology expert witness** is to be an educator, not an advocate.

The role is to help the court understand complex technical facts — not to help one side win!

Chris K Phronesis

Wisdom in determining ends and the means of attaining them

Expert Witness in Court Proceedings

1. Protect your credibility above all else
2. Explain, do not impress
3. Stay strictly within your expertise
4. Assume every statement will be challenged
5. Listen carefully and answer only the question asked
6. Prepare for cross-examination
7. Remember the audience.

Chris K Phronesis

Wisdom in determining ends and the means of attaining them

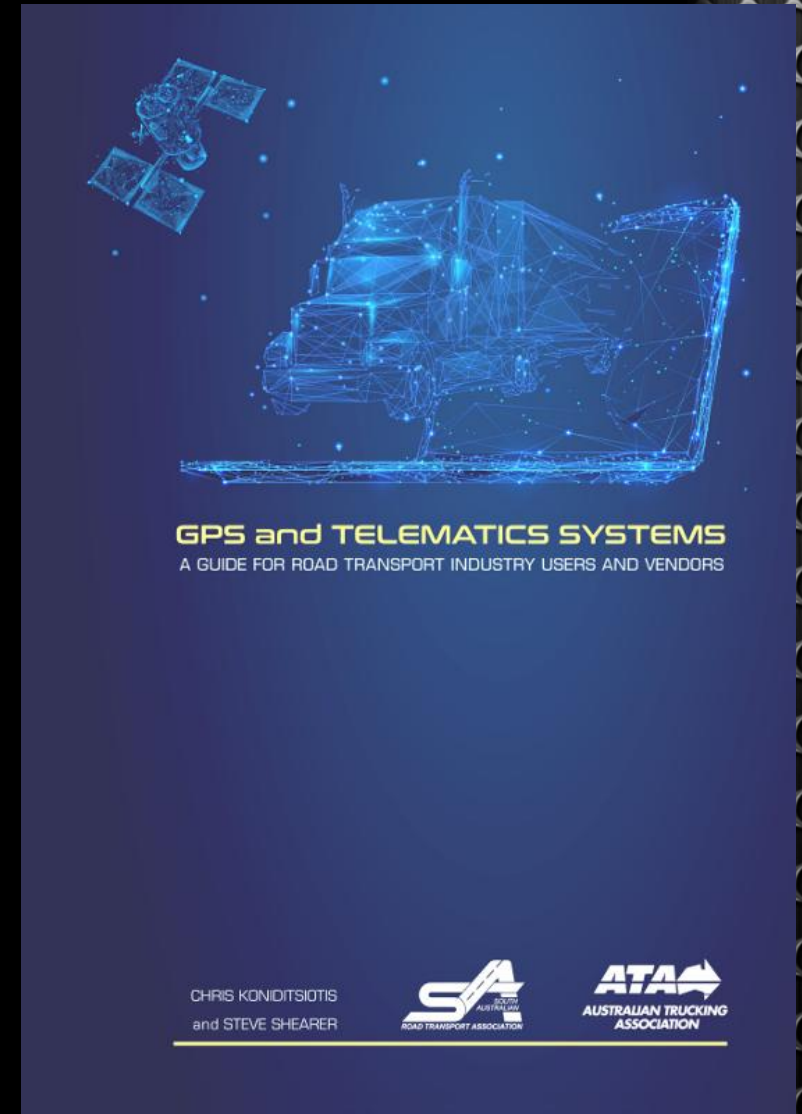
GPS and Telematics Systems

A Guide for Road Transport Industry Users and Vendors

Chris Koniditsiotis
Advisor and Consultant

Chris K Phronesis

'Wisdom in determining ends and the means of attaining them'

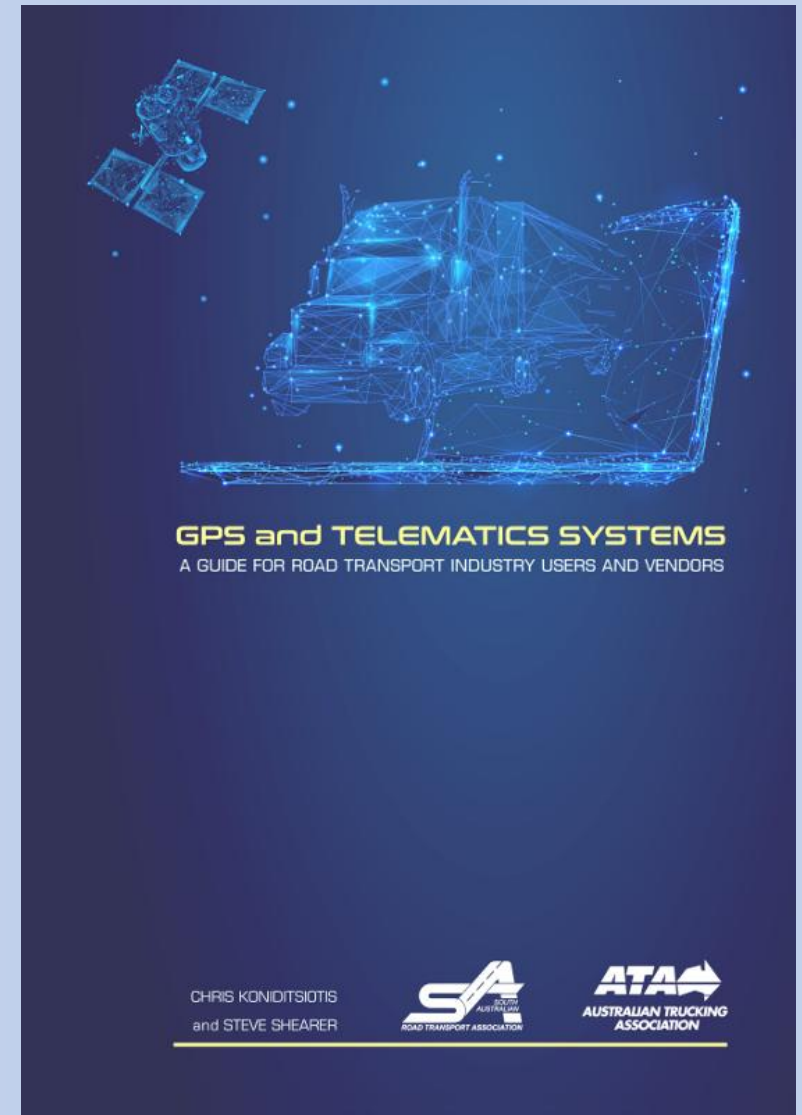


Road Transport Industry

- Very optimistic about operational management applications
- 79% also noted benefits in their compliance monitoring applications; however, the industry expressed dissatisfaction with suitability of systems for demanding compliance applications
- 68% used Transport Certification Australia (TCA) type-approved or certified systems.

Chris K Phronesis

Wisdom in determining ends and the means of attaining them



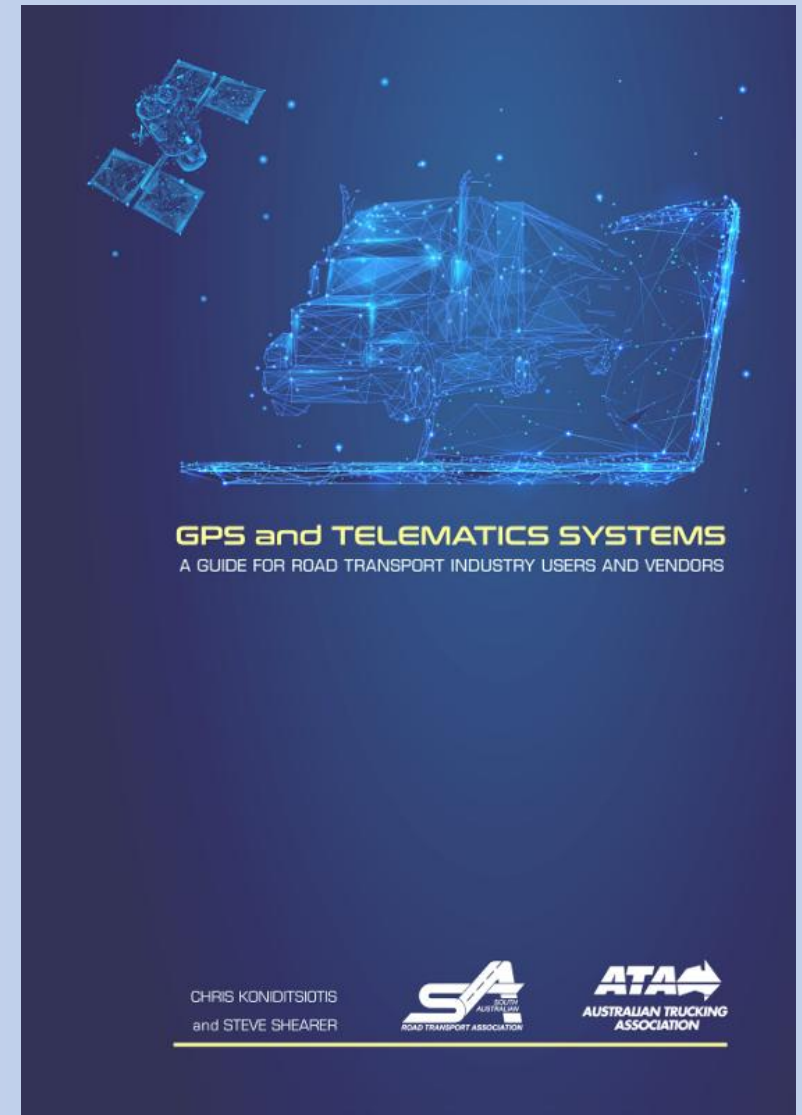
Technical Difficulties

While benefiting from their investment, 79% of transport operators encountered technical difficulties:

- GPS issues and connectivity (correct location of the GPS antenna and communications aerial)
- Reliability to ensure it is operating as expected; with operators spending too much time fixing issues
- Communications connectivity as the system could not be upgraded post-3G network shutdown
- EWD system driver counting errors.

Chris K Phronesis

Wisdom in determining ends and the means of attaining them



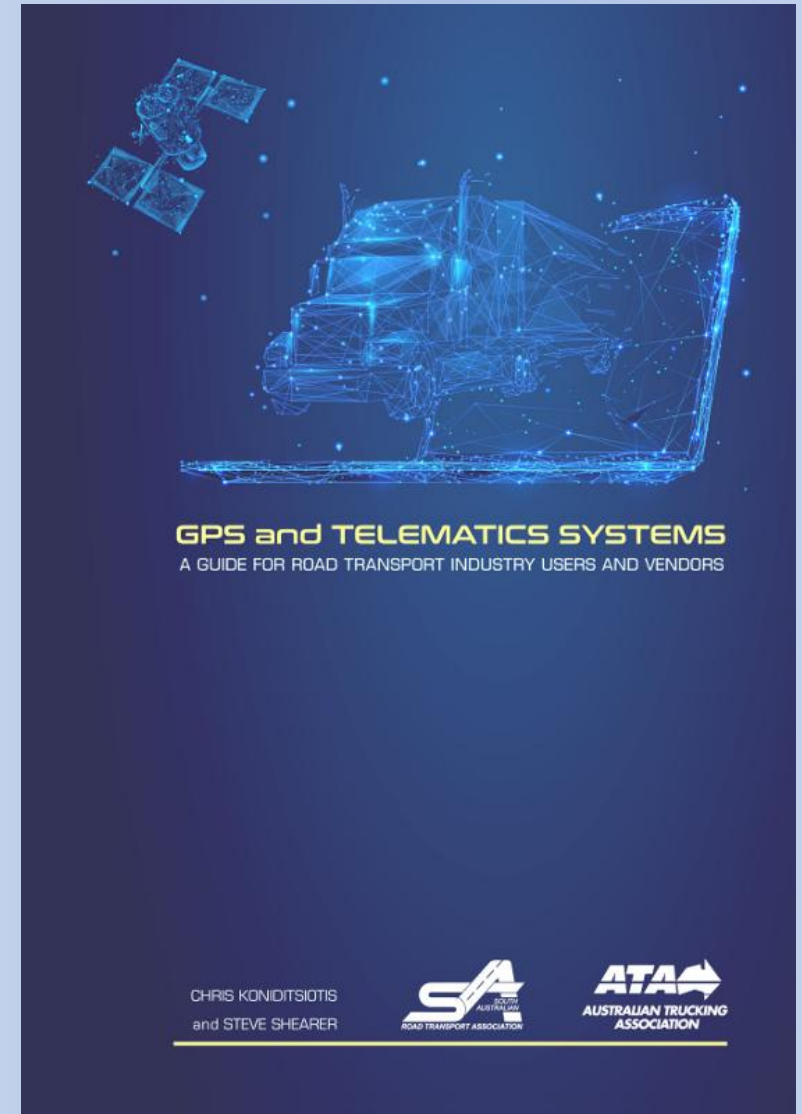
Training, Technical and Customer Support

Road transport industry found unsatisfactory experiences in:

- Training and ongoing support (53%)
- Customer support (47%)
- Technical support (47%).

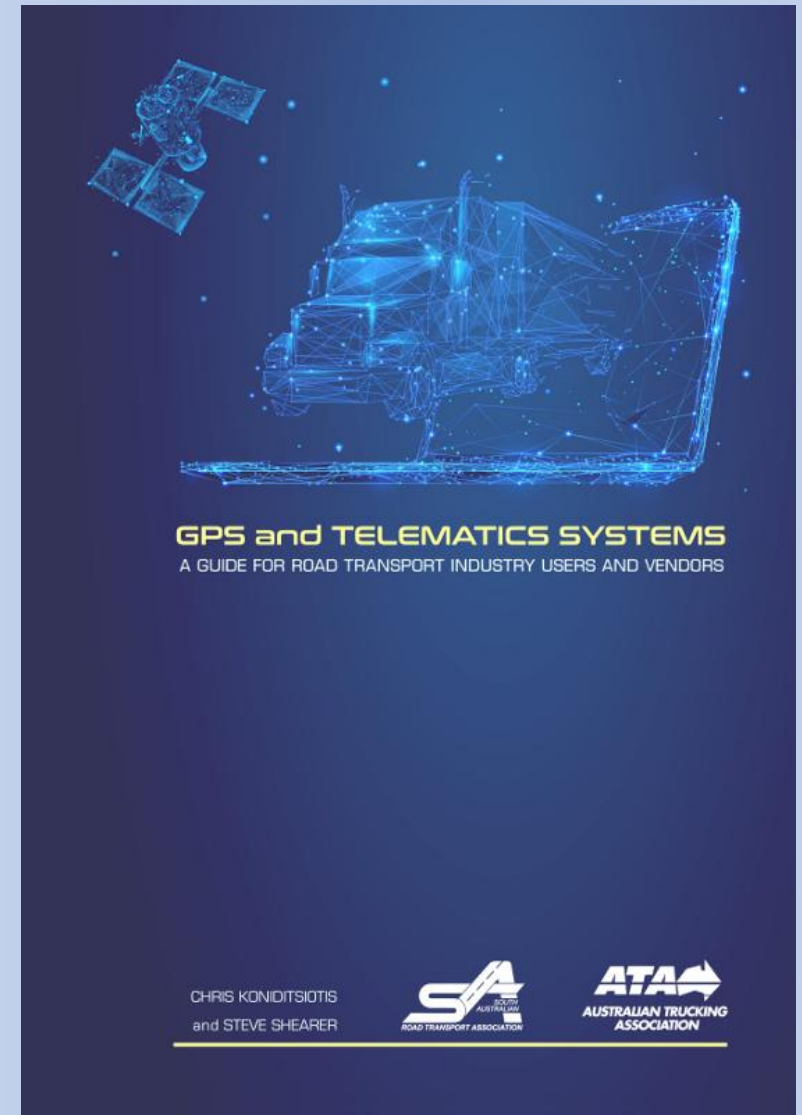
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System Life Cycle Costs

37% of the road transport industry found pricing to be unsatisfactory.



Chris K Phronesis

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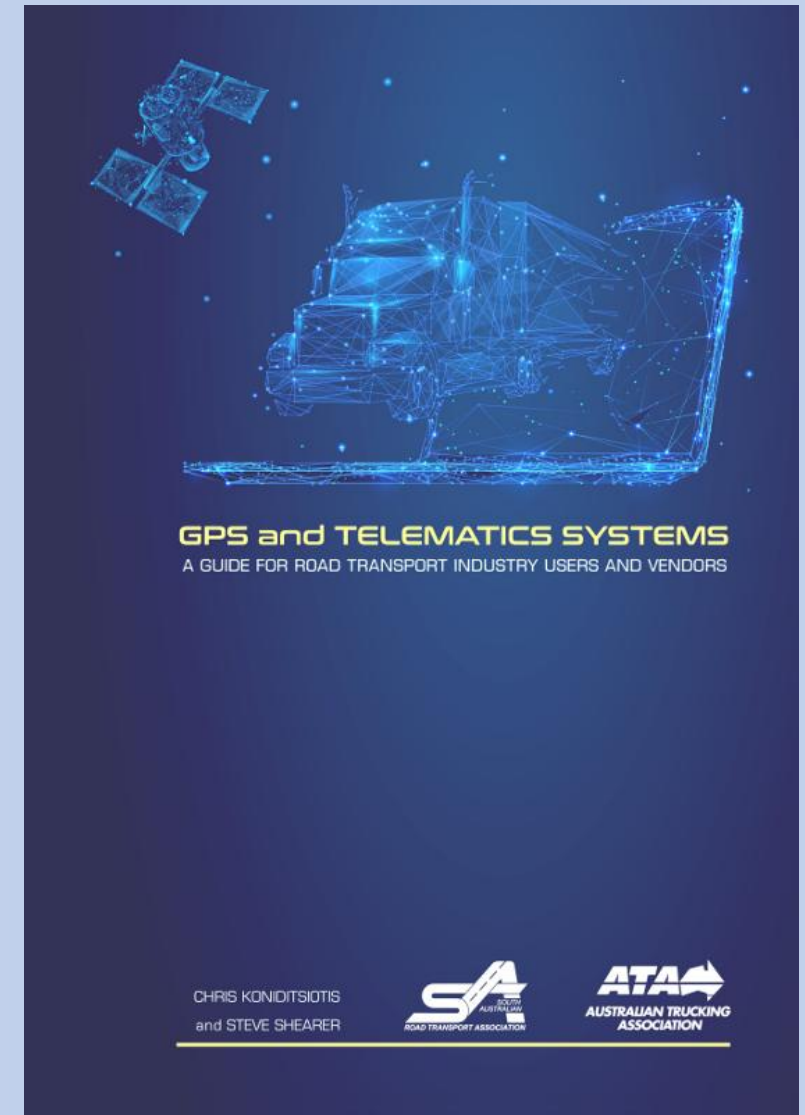
What is Collected, Stored & Reporting

Transport operators advised that when they acquired their system, they were not aware of:

- Whether records will be provided to authorities, and under what circumstances (63%)
- What additional reports were available to the transport operator or authorities (47%)
- What initiates the start and end of a recording period (i.e. does it record from when the vehicle is turned on, when it is moving or all the time (21%).

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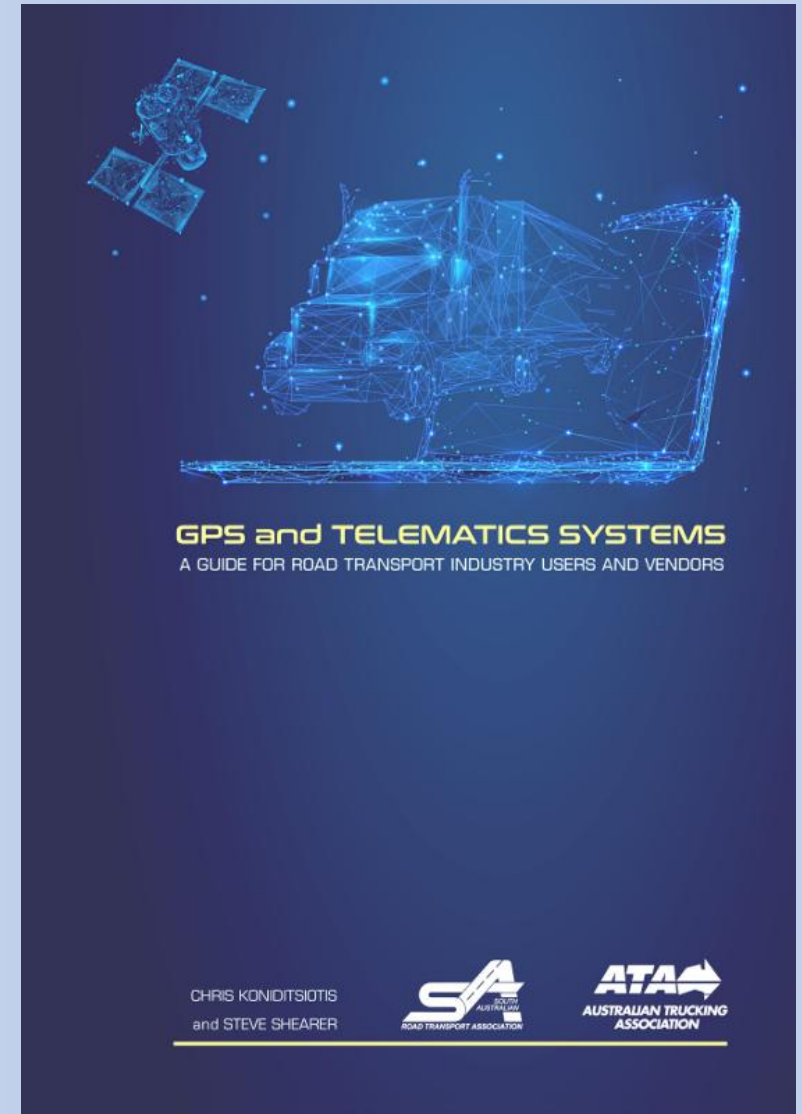
Vendor Improvements

Transport operators were asked to suggest what improvements vendors could make to improve their service (operators could choose more than one improvement):

- Better training and resources 63%
- Better technical support 53%
- Improved explanation of the storage and use of collected telematics data 47%
- More competitive pricing 47%
- Improved customer support 42%
- Enhanced product features 31%

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Wisdom in determining ends and the means of attaining them



Choice of System Type

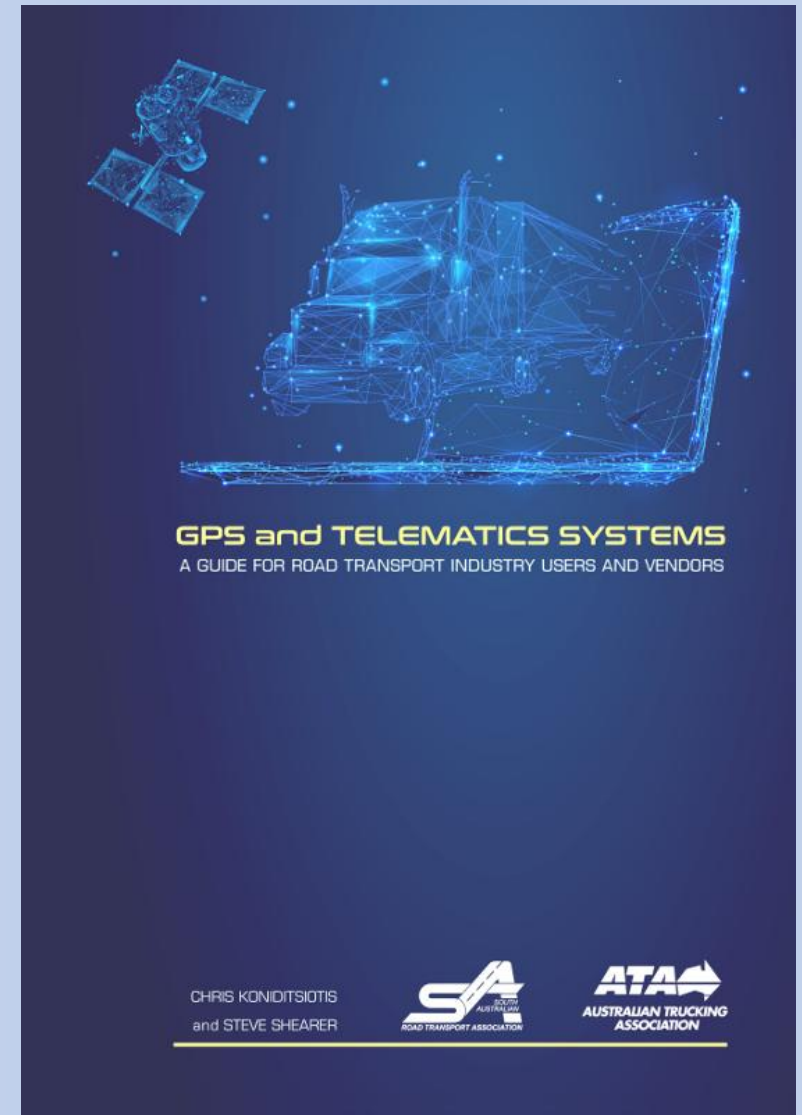
SARTA advises considering systems certified in Australia by TCA to ensure accuracy and reliability that meet your needs.

This approach helps avoid exposing your business to the risk of enforcement agencies' possible erroneous analysis of less accurate and unreliable systems and data.

Transport operator quote: 'It's a real concern how police are now using GPS for enforcement, and from what I've read they are getting it badly wrong. I'm thinking of pulling my telematics out of my trucks'

Chris K Phronesis

Wisdom in determining ends and the means of attaining them



Thank you & Questions

Chris.K.Phronesis@outlook.com

Chris K Phronesis

Wisdom in determining ends and the means of attaining them



Service Delivery update

Paddy Goodall

General Manager Service Delivery, Austroads

Service Delivery update

- National policy roundup from states (what's changing, major shifts)
- IAP application to TMA transitions
- State of the market
- Changes in the market – new ASPs and equipment etc.
- Smart OBM and other matters.

Scheme changes in TMA & RIM

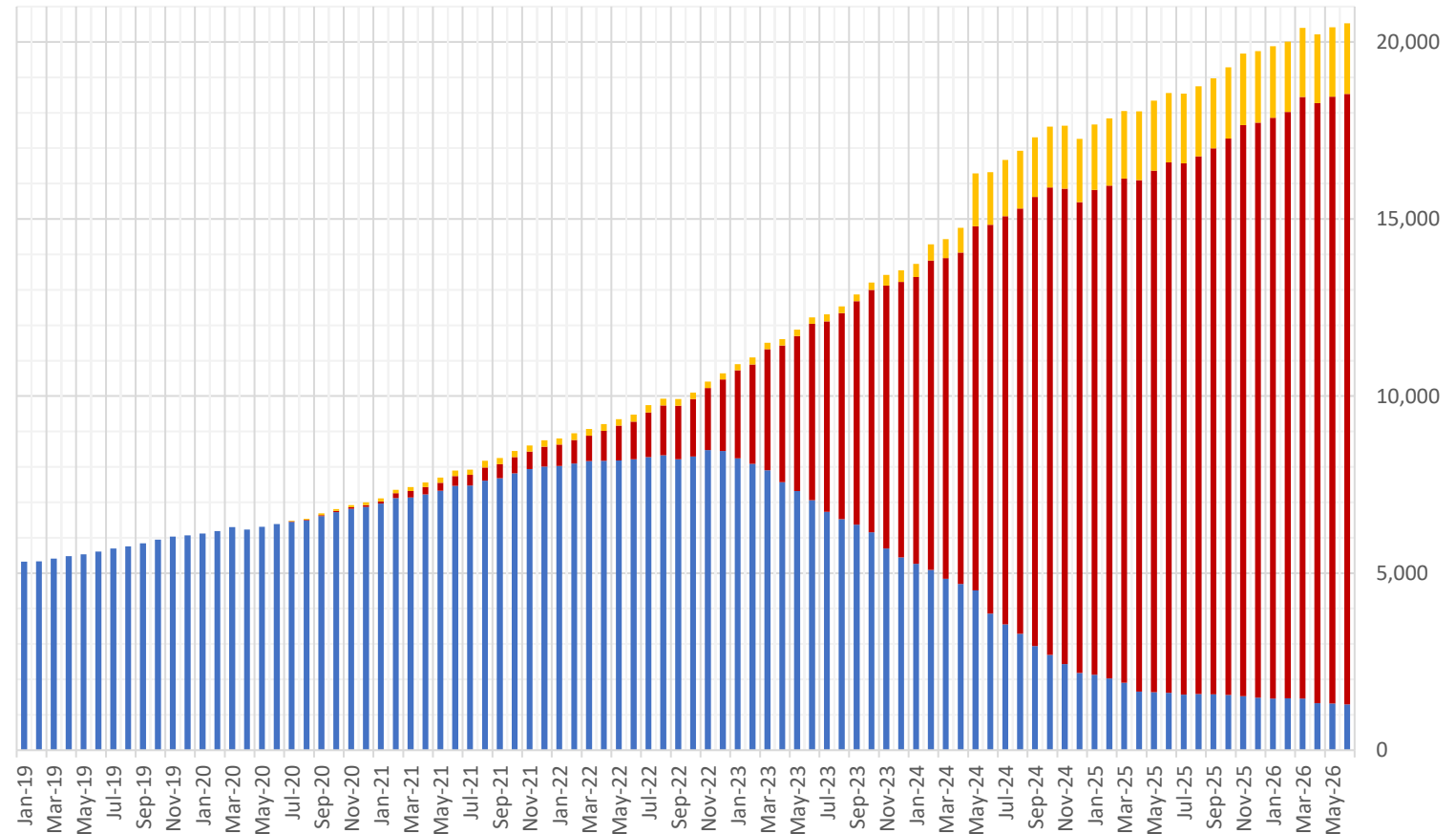
New Schemes in TMA & RIM since March 2026

App.	Scheme Name	Scheme Code	Authority	Status	Position	Mass*	SD
TMA	TMA SPV Monitoring Scheme - 5-Axle SPVs Up to 55 Tonnes (NSW)	TMASPVNSW55T	NSW	New	✓		✓4
TMA	TMA ZEHV Monitoring Scheme (NSW)	TMAZEVMASSNSW	NSW	New	✓	✓	
TMA	TMA Crane SPV Monitoring Scheme (QLD)	TMASPVQLDCR	QLD	New	✓		✓7
TMA	TMA Non-Crane SPV Monitoring Scheme (QLD)	TMASPVQLDNCR	QLD	New	✓		✓7

Growth in regulatory telematics enrolments

Circa **20,528 heavy vehicles** enrolled in the various applications of the National Telematics Framework and sharing telematics location data with TCA as of June 2026.

There are **3,771 heavy vehicles** enrolled in TMA sharing mass data with TCA through Smart OBM systems.

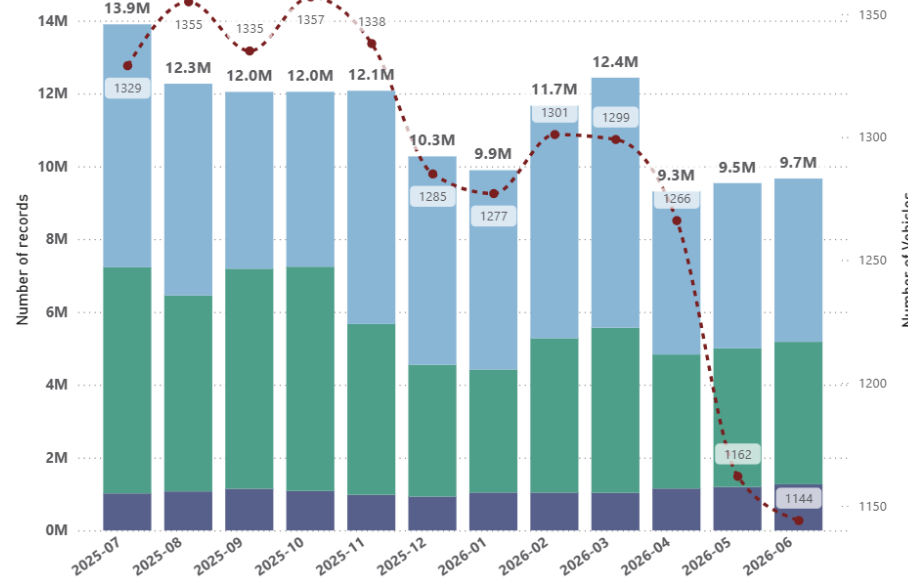


Number of vehicles enrolled in ● IAP, ● TMA or ● RIM schemes as at the end of June 2026.

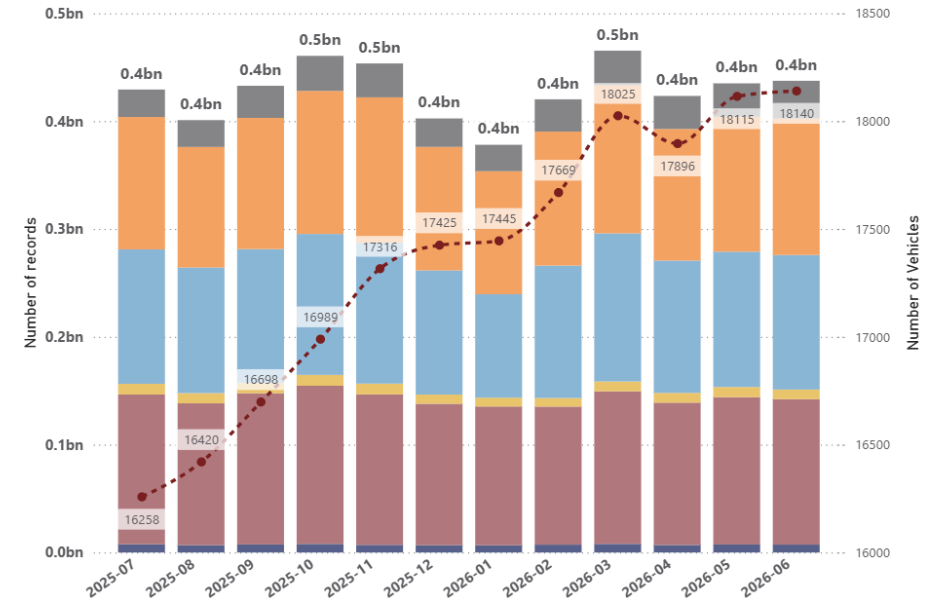
TCA now receives approximately **9.7 million position records** per month for IAP and over **437 million position records** per month for TMA and RIM from Service Providers.

The Transition from IAP to TMA and RIM

IAP Records



TMA, RIM Records



Month-by-month position records & number of vehicles enrolled in IAP & TMA/RIM

TCA recognised telematics service providers

 Registered

Providing services for: RIM:

AUSTRALIAN TRANSPORT COMPLIANCE CENTRES
ATCO
PTY LTD

IntelliTrac
Imagine

 **PACIFIC**
TELEMATICS

SolBox

 **THE FLEET**
Office

FleetLogix



*New RIM ASP
OneRoad*


SENSIUM
FLEET TELEMATICS

 **wisetech**
global

Providing services for their own fleet:

JIM
Pearson
TRANSPORT

 **Heidelberg**
Materials

 Certified 

Providing services for: TMA, RIM:

 **Ctrack**

m'X | by **POWERFLEET**

netcorp

V-DAG

WHG.

GEOTAB

 **MTData**

PROVEN STRENGTH
Tramanco
Since 1975

 **webfleet**

Providing services for their own fleet:

SIMON
National Carriers

RonFinemore
TRANSPORT

 Certified 

Providing services for: IAP, TMA, RIM:

BLACKBOX
CONTROL

NETSTAR
A SUBSIDIARY OF ALTRON

 **Teletrac**
Navman


Austroads


Transport Certification Australia

TCA recognised Smart OBM system suppliers



Providing devices suitable for schemes requiring Smart OBM, in conjunction with certified service providers:



Providing Smart OBM devices for their own fleet:





New Zealand developments

Gavin Hill

General Manager Strategic Engagement and Performance, Austroads

New Zealand developments

- Utilising telematics data for Battery Electric Heavy Vehicle access trial
- Feasibility assessment for 'regulatory' telematics – Intelligent Access in NZ
- TCA assessment of electronic distance recorders.



Q&A

Open to questions and
comments from all attendees



Next Meeting

Next Technology Industry Group
meeting scheduled on:

16 September 2026
In person at MegaTrans (+ virtual)



To receive notifications about future TIG Forums, scan the QR code or visit:
austroads.info/TIG-EOI

Thank you for attending

We look forward to seeing you in future TIG Forums!