Using the National Telematics Framework to your advantage

Chris Koniditsiotis
Chief Executive Officer
Transport Certification Australia
Overview

1. National Telematics Framework – a digital business platform

2. Business rules to protect consumers

3. Making the right hardware decisions

4. Take away messages
...but first, a bit about us
A government body responsible for the management of an open technology market of telematics and related intelligent technologies
Productivity
Interoperability
Choice
Competition
Removes barriers to innovation
Reduces duplication effort and cost
Avoids potential market failures
Avoids potential regulatory failures
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National Telematics Framework

The National Telematics Framework is a digital business platform consisting of infrastructure and rules that support an open marketplace of telematics and related intelligent technology providers.

Allows multiple applications to co-exist with different levels of assurance

Links producers, providers and consumers
NATIONAL TELEMATICS FRAMEWORK ECOSYSTEM

**PRODUCERS**
- Creators of Framework offerings and applications (government bodies, regulators, private sector)

**CONSUMERS**
- Buyers or users of Framework offerings and applications (operators, drivers, end-users)

**PROVIDERS**
- Interfaces for the Framework (telematics and intelligent technology service providers)

**TCA**
- Administrator of the Framework and governance of participants

Regulatory, contractual and/or commercial data and value exchange.
It’s not the technology...

...it’s the platform and business rules
Platform business models aren’t new!

‘Pipeline Model’

‘Platform Model’
National Telematics Framework – a digital business platform

Like different shops in a mall…

…there are different applications available through the Framework

All applications are supported by common business rules (which I’ll get to in a moment)
## The components of the Framework

<table>
<thead>
<tr>
<th>LEGISLATION</th>
<th>TELEMATICS DATA EXCHANGE</th>
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<tr>
<td>Enables operation of Framework/Specific applications</td>
<td>Method and standard of data exchange between entities</td>
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<tr>
<td>TELEMATICS DATA DICTIONARY</td>
<td>ALLOCATION OF RESPONSIBILITIES</td>
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<tr>
<td>Common dictionary of data elements across all applications</td>
<td>Transparent responsibilities to producers, providers, consumers</td>
</tr>
<tr>
<td>GOVERNANCE FRAMEWORKS</td>
<td>PRIVACY</td>
</tr>
<tr>
<td>Enables management of interactions between parties</td>
<td>Full disclosure in collection and use of data (privacy-by-design)</td>
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<tr>
<td>LEVELS OF ASSURANCE</td>
<td>OPERATIONAL OVERSIGHT</td>
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<td>Different levels of assurance for different needs (cost-v-benefit)</td>
<td>Fit-for-purpose administration and oversight of providers</td>
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<tr>
<td>Applications</td>
<td>Number</td>
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<td>------------------------------------------</td>
<td>--------</td>
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<tr>
<td>Light Vehicle Policies</td>
<td></td>
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<tr>
<td>Alcohol Interlocks</td>
<td>≈ 1,000</td>
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<tr>
<td>Safety Cameras (taxis, hire cars, rideshare)</td>
<td>≈ 3,500</td>
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<tr>
<td>Fare Devices</td>
<td>≈ 7,000</td>
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<tr>
<td>Heavy Vehicle Policies</td>
<td></td>
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<tr>
<td>Type-approved capable IVUs (June 17)</td>
<td>45,000</td>
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<tr>
<td>Intelligent Speed Management (ISM)</td>
<td>&gt;90% of HV</td>
</tr>
<tr>
<td>On-Board Mass Systems</td>
<td>&lt;30% of HV</td>
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<tr>
<td>Commercially available apps</td>
<td>100%</td>
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<td>Intelligent Access Program (IAP)</td>
<td>5039</td>
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<td>Intelligent Speed Compliance (ISC)</td>
<td>1844</td>
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<td>Interim OBM Solution / OBM Solution</td>
<td>356</td>
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<td>Certified Telematics Service (CTS)</td>
<td>179</td>
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<tr>
<td>Traveller Information Exchange (TIX)</td>
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</tbody>
</table>

*Levels of Assurance

1. Self-assessment
   e.g. Self-assessment by consumer or supplier

2. Independent assessment
   - periodic audit
   e.g. Information gathering and collation with other data sources

3. Independent assessment
   - oversight
   e.g. Certificate based data and evidence
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Business rules to protect consumers

Telematics and related intelligent technologies are complex and difficult to understand – even for the experts!

It’s hard to be an informed consumer, and to make the right business decisions.

The Framework’s business rules are designed to protect your interests, and minimise risks to your business.

There are three specific examples I want to share with you…
Business rules #1: Provider Approval Obligations (1/3)

Providers shall ensure that they meet, and continue to meet, all the requirements of their TCA approval

Requirements:

• The provider shall ensure that the type-approved product or certified service:
  (i) meets, and continues to meet, all the requirements of type-approval and/or certification
  (ii) complies with all laws
  (iii) is manufactured and supplied so it is of merchantable quality and fit for its intended purpose
Business rules #1: Provider Approval Obligations (2/3)

Providers shall ensure that they meet, and continue to meet, all the requirements of their TCA approval

Requirements:

• TCA may notify the public (including consumers) via its internet site or by any other means of the situation and require the provider to:
  (i) cease providing products and/or services
  (ii) cease using the trademarks in any publicity relating to type-approval and/or certification
  (iii) cease holding out that the product is type-approved and/or that the service is certified
Business rules #1: Provider Approval Obligations (3/3)

Providers shall ensure that they meet, and continue to meet, all the requirements of their TCA approval

Requirements:

• The provider shall identify the capacity to deliver type-approved products and/or certified services to cater for the nominated application demand

• The provider shall cooperate and engage with TCA and producers in making minor changes to accommodate enhancements and external changes to the National Telematics Framework and specific applications
Business rule #2: Provider Entry, Suspension and Exit from the Market (1/1)

A provider shall ensure that their provision of a Product or Service is managed to minimise disruption to consumers

Requirements:

• A provider may seek approval to provide an application within the National Telematics Framework at any time

• TCA may impose (acting reasonably) Special Conditions on a provider subject to the provider’s ability to continue to deliver the type-approved product and/or the certified service

• A Special Condition may be suspension of a provider from accepting new consumers (for a period of time)

• A provider may exit an application of the National Telematics Framework by providing sixty (60) business days’ notice in writing to TCA
Business rule #3:
Provider Non-Compliance and Rectification (1/1)

Providers shall identify and rectify any non-compliance with their Product and/or Service

Requirements:
• The provider shall have systems in place to detect any issue, breach or non-compliance to their type-approved product and/or certified service
• The provider shall rectify any issue in relation to their type-approved product and/or certified service (i.e. breach or non-compliance)
• The provider shall provide a report to TCA on the issue, breach or non-compliance and the steps taken to rectify it
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TCA publishes Functional and Technical Specifications for hardware and services within the National Telematics Framework

There are two Specifications which are of particular relevance to the heavy vehicle sector:

- Telematics In-Vehicle Unit (IVU)
- On-Board Mass (OBM) System

Both are available free-of-charge on our website
A focus on outcomes...not technology inputs

The philosophy of our Specifications

• *Performance-based* focus on required *outcomes*

• Innovation is encouraged!

• Performance outcomes can be achieved with:
  o OEM-fitted or an after-market products
  o ‘Shared components’ providing comparable functionality
  o Quality management system approach to calibration to maintain accuracy
Ways you can use our Specifications

There are at least four ways to use our Specifications:

1. Assess your current hardware
2. Be an informed consumer (when going to market and comparing new hardware)
3. Demand that providers meet requirements (by referencing our Specifications in tenders and contracts)
4. Purchase type-approved hardware (which have been independently assessed by TCA against the Specifications and associated business rules)
Telematics In-Vehicle Units (IVUs)

Telematics IVU Functional and Technical Specification

• Updated in January 2018

Supports multiple applications available through the National Telematics Framework

The applications co-exist across multiple policy, technical, operational and commercial dimensions
45,000 TCA-recognised devices

44 different device types
Type-approved Telematics IVUs

Teletrac Navman

Ctrack

Black Box Control

Bigmate

TCS

Pinpoint

Transport Compliance Services

TCA | Type-Approved

Transport Certification Australia
On-Board (OBM) Systems

On-Board Mass (OBM) System Functional and Technical Specification

• Released in April 2017
• Updated in May 2018
On-Board (OBM) Systems

...commonly referred to as weigh scales or electronic weighing systems
Type-Approved OBM System
one system—many uses

- Commercial end-users
- Road managers
- Heavy vehicle regulators
- Maritime regulator
- Environmental regulators
- Future public and private reforms
Type-approved OBM Systems

The first type-approved OBM Systems became available in August 2018
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Take away messages

1. Use the National Telematics Framework to your advantage

2. Understand how the business rules of the Framework protect your interests

3. Adopt the use of type-approved hardware
   (to support current and future applications of the Framework)

4. Come to us for (free) advice if unsure!