

# Transport Certification Australia



## Annual Report 2018–19



Dear Stakeholder

This Report is presented in accordance with TCA's Constitution and Memorandum of Understanding, along with the financial reporting requirements of the Corporations Act 2001 (Commonwealth).

Thank for your support during 2018-19.

Yours sincerely

**Shane Gregory**

Chairperson  
Transport Certification Australia  
4 October 2019







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# Message from the Chairperson

## It is with pleasure that I present TCA's Annual Report for the 2018-19 financial year.

The year 2018-19 was one of great change for TCA. Following the direction of Ministers at the Transport and Infrastructure Council, TCA was successfully folded into Austroads. This involved changing the Constitution and ownership arrangements, amending the Board composition, along with many other important activities. It is a testament to the staff and others involved with the transition that TCA continued to deliver its program successfully during this period of disruption.

I would like to acknowledge the significant work of the previous Directors of the TCA Board, including the former chairperson, Stephen Golding. The current positive position of TCA and the successful transition to Austroads would not have been possible without your good governance, direction and support.

The new TCA Board was formed on 31 December 2018 and is looking to build upon its stewardship role as essential to TCA, in making sure that the organisation's mission and purpose are sustainable into the future.

I would also like to recognise the previous TCA Chief Executive, Chris Koniditsiotis, who played a lead role in establishing and growing the organisation.

Chris enabled significant achievements that highlighted the value of the National Telematics Framework to stakeholders who increasingly understood its purpose, and how to use it.

I would like to thank TCA's Executive General Manager, Stuart Ballingall, the Corporate Management Group and all staff for dedicated work supported by deep knowledge and capabilities in telematics and assurance services that continue to encourage valuable industry connections and trusted relationships.

The annual report highlights the tremendous work of TCA to date in its provision of assurance and information services in both a highly dynamic area of transport technology and the industry's rapid embrace of telematics and related intelligent technologies.

In a period of significant transport reform, TCA has a key role to play and will continue to collaborate closely with the National Transport Commission, the Commonwealth, the jurisdictions, and key government and industry forums. The evolving nature of transport technology comes along with shifting demands from the jurisdictions and other stakeholders to align with emerging external factors, bringing a great necessity for TCA to make the right strategic decisions to position itself for success.

This means taking into account current strengths to nurture, including having a solid National Telematics Framework, and exploring probable opportunities to exploit, including having a better understanding of market deployment, policies and regulations by government bodies, the jurisdictions' emerging needs and other transport outcomes, for improved public purpose outcomes from road transport.

We have started work on forming TCA's Strategic Plan 2020-24 that will detail TCA's strategic objectives, services and capabilities to address a range of current and emerging strategic challenges and opportunities. The scope of TCA's services will certainly evolve, while continuing to comprise the chief service categories of assurance, administration, analysis and reporting, and the provision of authoritative information and trusted advice on transport technologies and data to support policy and regulatory reform, investment and operational decisions, and planning.

In this context, I am proud to deliver TCA's Annual Report for 2018-19.

A handwritten signature in green ink, appearing to read 'Shane Gregory'.

**Shane Gregory**  
Chairperson





# Message from the Executive General Manager

## I am pleased to report on TCA's activities for the 2018-19 financial year.

Since commencing as the Executive General Manager of TCA in early May 2019, I have been impressed by the high level of knowledge and capabilities of the TCA staff, and the way their work directly contributes to positive outcomes from road transport.

I would certainly like to recognise TCA's outgoing Chief Executive Officer, Chris Koniditsiotis, and the positive legacy he has left. It is a privilege to be entrusted with leading the organisation in a period of national and international transport reform and technological change.

TCA has had a positive year. The National Telematics Framework continues to evolve, bringing government and industry stakeholders together to support an open technology market that enables public purpose outcomes. We have developed new applications, most notably the Telematics Monitoring Application (TMA) and the Road Infrastructure Management (RIM) applications.

Developing these applications was part of the TCA business case that was informed by extensive consultation with road managers, regulators, peak industry bodies and the telematics sector, and approved by the Transport and Infrastructure Council (TIC) in November 2018.

The implementation of this business case has successfully progressed and will continue to see further initiatives delivered in 2019-20. Road managers

and regulators can take advantage of new applications and features of the National Telematics Framework to drive productivity and safety reforms, while reducing costs.

Working closely with jurisdiction road transport authorities, the use of telematics and the data it creates has continued to support road network planning, policy making, productivity and safety initiatives, investment decisions, along with compliance activities.

A close working relationship with application and technology providers has been critical in delivering TCA's work program. Of particular note for the year is the successful introduction of type-approval for On-board mass (OBM) systems, with the first type-approved system announced August 2018, and six others since then.

Key successes and headlines for 2018-19 include:

- The number of vehicles enrolled in TCA-certified applications was at 5,608
- 15 new type-approved devices during 2018-19, including eight telematics in-vehicle-units (IVUs)
- Nearly 54,000 heavy vehicles are now fitted with a TCA-recognised telematics IVU nationally
- TCA developed functional and technical specifications to support new telematics applications at varying levels of assurance
- Advisory and reporting services continue to be in demand, with stakeholders who need to make evidence-based decisions looking for new insights from telematics data

- TCA has implemented enhancements to the Telematics Analytics Platform (TAP) to support new applications and features, and to meet the growing demand for access to aggregated information by government agencies.

We have positively contributed to a number of major reform initiatives that are of direct relevance, most notably the Heavy Vehicle National Law review led by the National Transport Commission, as well as various other reviews and initiatives relating to vehicle access policies and emerging transport technologies. It is heartening to see that relationships with key stakeholders have been positive, with a willingness to collaborate towards positive outcomes.

With an eye to the future, TCA will continue to develop its knowledge and capabilities relating to emerging technologies, business models and assurance approaches.

We have a great foundation to build upon to address the assurance of an evolving transport domain, while continuing to deliver our core services that enable the realisation of public purpose outcomes.

I would like to thank the TCA Board, the Austroads Chief Executive, and my colleagues on TCA's Corporate Management Group for their support and direction. I look forward to continuing to evolve and deliver TCA's work program going forward.

**Stuart Ballingall**

Executive General Manager  
Transport Certification Australia



# About TCA

**Transport Certification Australia (TCA) is a national organisation that provides assurance services relating to transport technologies and data to enable improved public purpose outcomes from road transport.**

## What We Do

**The scope of our services includes:**

### Assurance

We provide certification of telematics applications, schemes and associated services and data; development of functional and technical specifications for applications and features of the National Telematics Framework; accreditation of service providers and technology suppliers, type approval of devices and systems; and auditing of service providers technology suppliers, applications, schemes and associated data.

### Administration

We administer the National Telematics Framework, including the rules, specifications, agreements and digital infrastructure that it comprises. We support applications, schemes and other initiatives on behalf of key stakeholders and maintain road access maps, scheme conditions. We also process data and information.

### Analysis and Reporting

We are a trusted national entity that collects, stores and standardises data for aggregation and analysis to support the compliance, policy, planning, investment and operational decision making of key stakeholders. We manage the Telematics Analytics Platform to support user access to data and reporting services, and provide core analysis and reporting capabilities to meet the needs of our key stakeholders.

Key aspects of TCA include:

- An independent not-for-profit entity
- Trusted partner to both government and industry stakeholders
- Nationally consistent services covering all road vehicle types and associated digital infrastructure
- Administers the National Telematics Framework
- Assurance services that are appropriately separated from regulators and enforcement activities
- Advice that is based on evidence and a deep subject matter knowledge.

As an independent entity, TCA offers a separation of responsibilities between data management and enforcement. On 1 January 2019, TCA was acquired by Austroads Ltd.

### Advice

We provide authoritative information and trusted advice on transport technologies and data to support policy and regulatory reform, and planning. We have well-developed knowledge on emerging vehicle and transport technologies, including telematics, connected and automated driving systems, and innovative mobility services.

We interact with three distinct stakeholder groups to deliver improved public outcomes:

- **Government agencies and regulators** – who set policies or manage programs using telematics and related technologies
- **Regulated industry sectors** – that use telematics and related intelligent technologies in response to government or regulatory policies and programs
- **Private sector service providers** – technology and intelligent transport systems service providers who deliver telematics products and services to regulated industry sectors and transport operators.



## TCA's Corporate Management Group



**Stuart Ballingall**

Executive General  
Manager



**Gavin Hill**

General Manager  
Strategy and Delivery



**Heather Hausler**

General Manager  
Corporate Operations

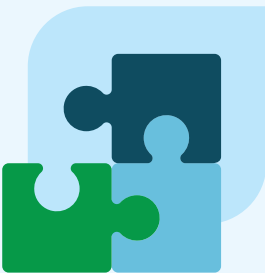


**Paul Corkill**

General Manager  
Operations  
(until July 2019)

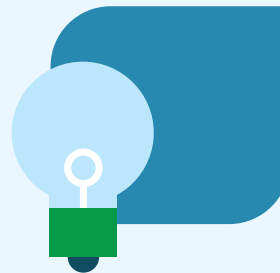
## Our Values

In all our work, we strive to uphold four core values of our organisation:



### Integrity

Honesty, impartiality,  
confidentiality and fairness



### Innovation

Forward thinking and a  
commitment to research,  
development and continual  
investment in learning



### Professionalism

Passion and a commitment  
to excellence, teamwork and  
delivery of high-quality services



### Accountability

Caring about the needs  
of others, respecting  
differing opinions, a focus of  
achieving outcomes, and a  
commitment to timeliness  
and financial responsibility

# Key Metrics and Statistics

## Currently available applications enabled by the National Telematics Framework

Certifications and Type-approvals	Number (as at 1 September 2019)	Level of Assurance*	Administrator
<b>Telematics applications</b>			
Intelligent Access Program (IAP)	5,608	3	TCA
Intelligent Speed Compliance (ISC)	1,884	3	TCA
Certified Telematics Service (CTS)	163	3	TCA
Telematics Monitoring Application (TMA)	3 schemes	2	TCA
Hill Descent Monitoring (HDM)	1 scheme	2	TCA
Interim On-Board Mass (OBM) Solution	366	2	TCA
Road Infrastructure Management (RIM)	3 schemes	1	TCA
<b>Telematics systems</b>			
Alcohol Interlocks	≈1,000	3	TfNSW/RMS/ DoT WA
Safety Cameras (taxis, hire cars, rideshare)	≈3,500	2	TransLink (TMR)
Fare Devices	≈7,000	2	Numerous Regulators
<b>Type-approved IVUs</b>			
Type-approved capable in-vehicle units (IVUs)	54,000	Ability to support all levels of assurance	TCA

## 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





# 1,417

Prime movers in the Performance-Based Standards Scheme, enrolled in the IAP

# 36

Technology provider-initiated product/service innovations/enhancements approved by TCA

# 123 million

Kilometres travelled by monitored vehicles

# 55

Approved devices (IVUs, User Interfaces and OBM Systems) type-approved by TCA and currently available in the market

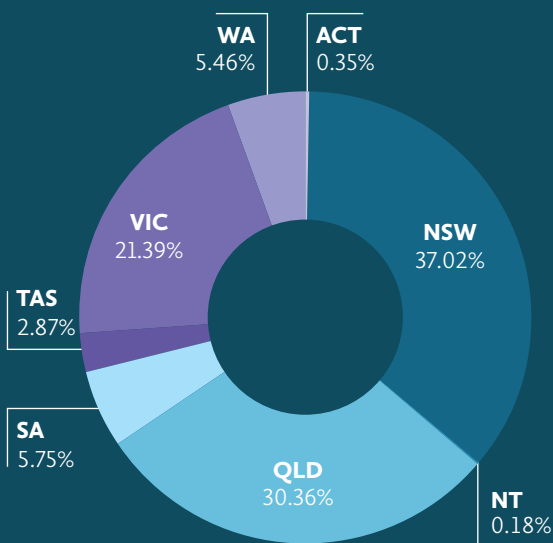
## Number of vehicles fitted with type-approved Telematics In-Vehicle Units (IVUs)

# 54,000

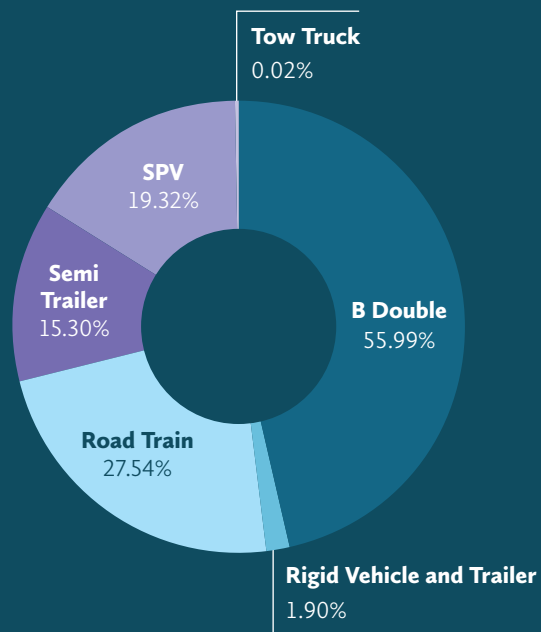


# Key statistics from applications of the National Telematics Framework

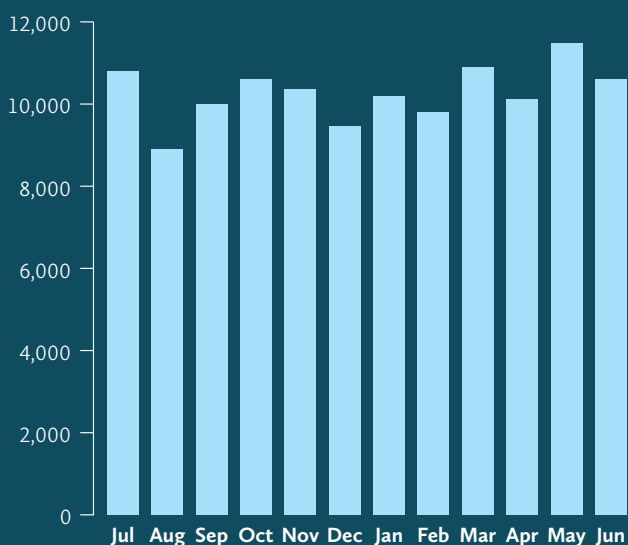
**Monitored vehicles by jurisdiction of registration**



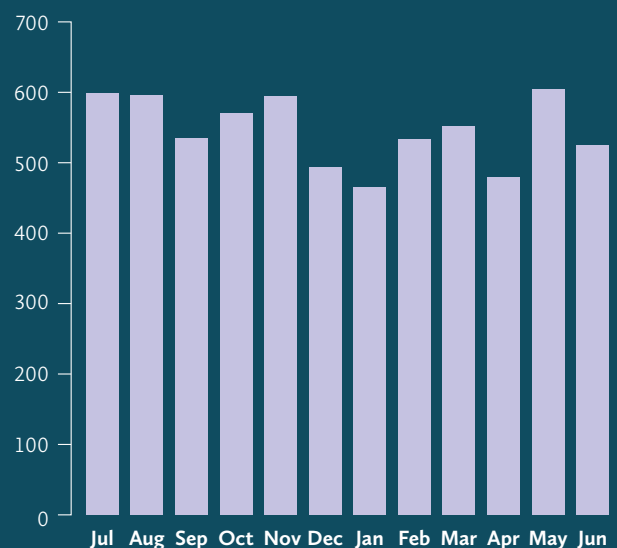
**Monitored vehicles by vehicle type**



**Average distance travelled per freight vehicle per month (km)**

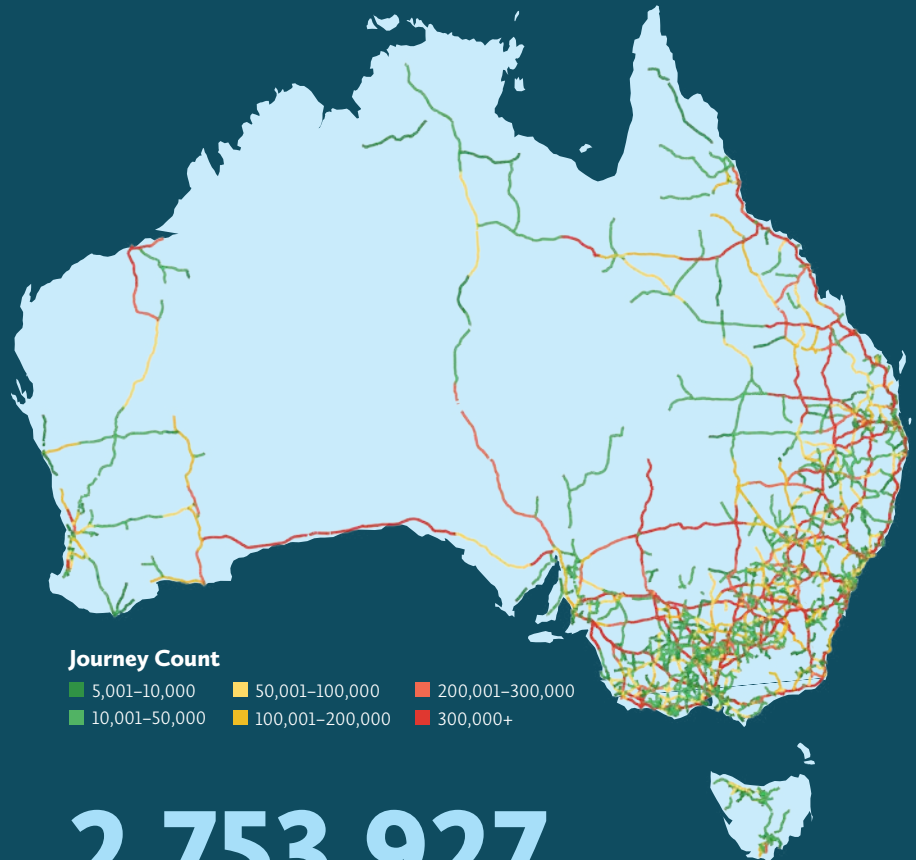


**Average distance travelled per Special Purpose Vehicle per month (km)**



# 13.36%

Growth in the IAP  
during 2018-19



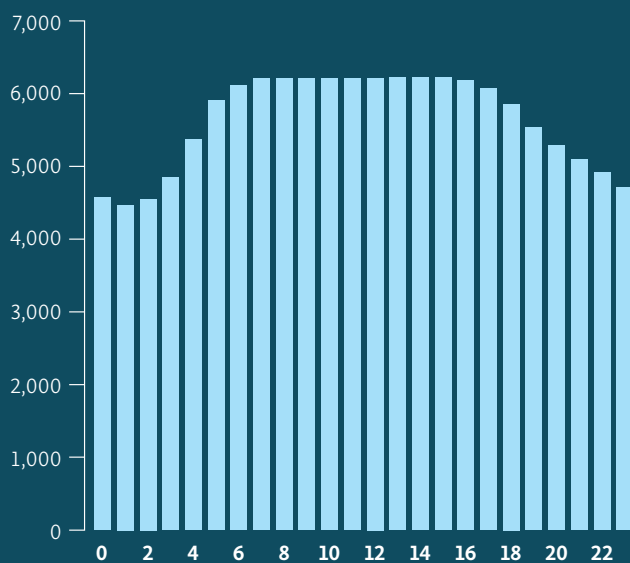
# 5,608

Vehicles monitored  
through the IAP  
(as at 1 July 2019)

# 2,753,927

individual journeys  
by IAP vehicles  
in 2018-19

## Vehicles active by hour of the day





## Achievements

# National Telematics Framework

## Summary of achievements in applications and features of the National Telematics Framework

TCA's business plan and work program for 2018-19 contained a package of new initiatives that responded to the needs of Australian Governments, regulators, transport operators, road managers and users of telematics applications.

In addition to the ongoing operational management of established applications such as the Intelligent Access Program (IAP), TCA's work program incorporated:

### Business case with improvements to the IAP

In November 2018 the Transport and Infrastructure Council (TIC) approved a business case that was developed to improve the Intelligent Access Program (IAP).

In May 2018 TCA was assigned responsibility to develop a business case with improvements to the IAP by November 2018.

The business case approved by TIC contained a range of enhancements to the IAP, as well as new applications and features to be offered through the National Telematics Framework. The business case was informed by extensive consultation with road managers, regulators, peak industry bodies and the telematics sector.

Consultation revealed that, although stakeholders recognised the need for the IAP application, which provides the highest level (Level 3) assurance and certificate-based evidence, there was concern the IAP was being used in ways that were not originally intended. In addition, transport operators were being asked to use the IAP application when certain access arrangements could be delivered with lower levels of assurance.

It was clear that other applications to manage heavy vehicle access and network utilisation, with lower levels of assurance, were needed to meet the needs of stakeholders.

TCA prepared a stakeholder report that consolidates feedback from stakeholders, to accompany the business case.

The stakeholder report is available on our website.

The approved business case includes 16 improvements, including:

- **Enhancements** which relate specifically to the Level 3 assurance IAP application, to improve efficiency and reduce costs
- **New applications** of the National Telematics Framework, including the Road Infrastructure Management (RIM) application (Level 1 assurance) and the Telematics Monitoring Application (TMA) (Level 2 assurance)
- **New features** which can be used across applications of the National Telematics Framework (such as turn-by-turn navigation and restricted access vehicle route guidance).

With the introduction of the new RIM and TMA applications, road managers and regulators will have the choice of three separate access applications to cater for different infrastructure capacity and operator risks.

Seven of the 16 improvements were fast-tracked as part of TCA's work program for 2018-19, with the remaining improvements to be prioritised in the 2019-20 work program.

An average of

**81,400**

**Kilometres travelled by each vehicle in the IAP in 2018-19.**





## New applications

- **Road Infrastructure Management:** To allow road managers to collect road use data for asset Management application planning and network management
- **Telematics Monitoring Application:** To provide a flexible, cost effective approach to the management of vehicles using telematics
- **Road Pricing pilots:** To support government and industry trials.

## New features

- **Intelligent Mass:** To provide a high level of assurance in the collection and use of mass information (linked to other data sources)
- **Real-time alerts:** To improve the availability of information to drivers, operators or regulators, where a high immediacy of response is required
- **On-demand access to data:** To enable data to be accessed as and when required (with necessary protections and controls)
- **Telematics Data Exchange:** To describe the standard methods and mechanisms for the transfer of telematics data between entities
- **Interconnectivity of Fatigue Devices:** To allow different fatigue monitoring devices to 'plug-and-play' with different telematics offerings
- **Traveller Information Exchange:** To exchange messages between multiple locations, providers and consumers.

Crucial to the success of each of these initiatives – as well as the administration of operational applications – is consultation and engagement with the diversity of stakeholders (policy makers, providers and consumers) who use the National Telematics Framework to deliver improved outcomes.

## Intelligent Access Program (IAP)

The IAP continues to enable productivity gains made available by road managers across the country, through the provision of higher productivity access arrangements.

Sustained growth in the IAP was realised during 2018-19.

As at 1 September 2019, 5,608 vehicles were enrolled in the IAP.

This growth demonstrates that transport operators are taking advantage of the opportunities to increase the productivity and efficiency of their operations, by taking advantage of access entitlements made available by road managers and regulators.







## Hill Descent Monitoring (HDM) application

In December 2018 TCA announced a new application to monitor heavy vehicle speed on long or steep descents, as well as to identify if a vehicle has stopped before descending a hill (thus indicating if drivers have performed brake safety checks and engaged low gear).

Main Roads WA is using the HDM application to extend the approved network for Category 7 (A) AB-Triple combinations participating in the trial from the section of Coalfields Highway already approved (to the South Western Highway).

These extended access arrangements along the Coalfields Highway – between the Rest Area - Road Train Assembly Area and the South Western Highway – will allow access for vehicles travelling through to Bunbury without the need to separate higher productivity vehicle combinations into smaller units.

The use of the HDM application by Main Roads WA demonstrates how advancements to productivity and safety can be realised, offering benefits to road managers, regulators and the transport sector. It allows for the adoption of new and innovative approaches to manage the safe operation of heavy vehicles traversing long or steep descents.

## National Telematics Framework – updated suite of documents

In July 2018 TCA released an updated suite of documents on the National Telematics Framework, to provide greater clarity to transport operators, road managers, heavy vehicle regulators, other regulators and third party business partners.

The National Telematics Framework digital business platform for telematics and related intelligent technologies manages the relationships and interactions between government agencies and regulators, technology providers and users of telematics.

With the framework now used across a diversity of policy areas, industry sectors and end-users, it's crucial that all stakeholders understand key components of the framework.

The updated suite of documents includes:

- National Telematics Framework
- Business Rules
- Telematics Data Dictionary
- Telematics Data Exchange
- Levels of Assurance
- Application Builder.

Together, these documents present the inter-related components which underpin the operation of the National Telematics Framework, which allows technology providers to link government agencies and regulators and users of telematics applications with different levels of assurance to co-exist.



## Updated Telematics In-Vehicle Unit Functional and Technical Specification

In February 2019 TCA released Version 3 of the Telematics In-Vehicle Unit (IVU) Functional and Technical Specification.

Telematics IVUs built into a vehicle or fitted aftermarket are increasingly used as a technical and communications 'hub' within vehicles by connecting multiple systems and devices, while supporting numerous applications.

The latest update (Version 3) of the Telematics IVU Functional and Technical Specification reflects current and emerging developments, and anticipates disruptive influences which continue to shape the open technology market.

TCA was able to identify areas of the specification where requirements can be made less stringent, without compromising performance-based outcomes that relate to robustness, accuracy, reliability, tamper evidence, data storage and security.

Importantly, Version 3 of the specification enables all applications, features and levels of assurance available through the National Telematics Framework to co-exist, including new applications and features contained in the approved business case.

Since first being introduced in 2013, the Telematics IVU Functional and Technical Specification has become an essential reference for providers and consumers of telematics services.

Technology providers have benefitted from having a nationally-agreed set of performance requirements to guide the development of devices to meet the demands of government agencies and regulators and users of telematics applications and features applying the framework.

Meanwhile, consumers have used the specification to benchmark existing technologies fitted to their vehicles, and to make better-informed decisions when procuring new telematics devices.

There are now nearly 54,000 heavy vehicles fitted with TCA-recognised Telematics IVUs, which support applications and functions of the National Telematics Framework.

Details of current type-approved telematics IVUs are available on TCA's website.

## Intelligent Mass

In March 2019 TCA released the final version of the functional and technical specification for Intelligent Mass.

The Intelligent Mass specification defines the performance requirements for technology providers to combine mass data with other telematics data collected from vehicles.

Intelligent Mass responds to a diverse range of needs. Road managers, regulators (across different industry sectors), transport operators and other parties along the supply chain, will all benefit from the availability of Intelligent Mass.

The specification builds upon the capabilities offered by type-approved on-board mass (OBM) systems, which provide high levels of accuracy, reliability and robustness in the measurement of vehicle mass.

Importantly, the specification enables the collection of vehicle mass and configuration data in a standardised and consistent manner through any application of the National Telematics Framework.

Forming part of the National Telematics Framework, the specification references common components of the platform including:

- Telematics Data Dictionary
- Telematics Data Exchange
- associated Business Rules.

Referencing these common components allows the use of Intelligent Mass within applications administered through the government-endorsed digital business platform, with the appropriate level of assurance sought by stakeholders.

Intelligent Mass introduces an opportunity to drive the next wave of productivity reforms. The Australian Standard for bridge assessment (AS 5100.7:2017), developed in conjunction with Austroads and released in 2017, highlights how collecting mass and configuration data through telematics applications can change the way bridge loading calculations are performed.

Consistent with the Australian Standard, Intelligent Mass can unlock heavy vehicle access constraints – which are often influenced by the outcomes of bridge assessments – by empowering road managers to make improved access decisions based on the availability of vehicle location, configuration and mass data.



## First OBM System type-approvals

The first type-approved On-Board Mass (OBM) systems became available through the National Telematics Framework during 2019-20.

Type-approved OBM systems incorporate the in-vehicle hardware necessary for Intelligent Mass functionality.

There are three categories of type-approved OBM systems (categories A, B and C) which meet the needs of different stakeholders. Category A OBM systems electronically display mass information to drivers or loaders.

OBM systems are often referred to as on-board weigh scales or electronic weighing systems, and are widely used across the surface transport sector for commercial, contractual and regulatory purposes. OBM systems are an important enabler for reform, where infrastructure managers and regulators are constantly looking for ways to re-engineer the road network.

Type-approved OBM systems are subject to an assessment by TCA of the performance-based requirements contained in the OBM System Functional and Technical Specification, comprising the accuracy, reliability and robustness – as well as tamper evidence and security relevant to the type-approval category – of OBM systems.

TCA type-approval also extends to a business and financial assessment of OBM system suppliers, which serves as an indicator of business continuity and verifies the capacity of suppliers to meet the expectations of consumers and end-users.

With OBM systems serving many end user needs, type-approval caters for a range of uses without being hardwired to one policy need.

Type-approved OBM systems (Category A) now available are detailed in the table below:

Supplier	Model
Loadmass Pty Ltd (Loadman Australia)	LM300 Can-Coder LM300
	LM300 Can-Coder LM300B
Tramanco Pty Ltd	The CHEK-WAY Eliminator
	The CHEK-WAY Eliminator with Dual-input Smart AMP
E-Max Pty Ltd	Air-Weigh LoadMaxx 6030 Single Internal Sensor
	Air-Weigh LoadMaxx 6030 Dual External Sensor
Airtec Corporation Pty Ltd	89 AXM Series

## Interoperability protocol for fatigue monitoring devices

In April 2019 TCA released an interoperability protocol for fatigue management devices.

The protocol establishes – for the first time – a standardised way to transfer information, to ensure interoperability between different fatigue management devices and other connected devices in a vehicle.

TCA has worked with telematics providers and suppliers of fatigue management devices to develop the protocol. A working group was established in May 2018 to ensure

the protocol met the functional requirements demanded by technology stakeholders, including telematics device providers and other industry stakeholders, and users of fatigue management devices.

Three main objectives guided the development of the protocol:

- Enable standardisation and interoperability
- Remove barriers to the use of fatigue management devices
- Easy adoption across all technology providers.

The protocol, which now forms part of the National Telematics Framework, responds to the growing use of fatigue management devices and the need for them to talk to connected telematics devices, and vice versa, in a consistent manner.

A lack of interoperability reduces the ability for transport operators and drivers to move seamlessly between the use of different devices and services, restricting flexibility and choice.

Importantly, the protocol has been designed to provide interoperability for the use of telematics and fatigue management devices across all users and industry sectors.

## Market developments

Following an acquisition process, Pinpoint Communications changed its name to Netstar Australia Pty Ltd during April 2019.

Netstar is a subsidiary of Altron—a group with primary focus on providing innovative technology solutions in various sectors, including health, finance, safety and security—and is one of the largest suppliers of vehicle tracking and stolen vehicle recovery in Southern Africa.

Netstar has more than 600,000 vehicles fitted with GPS tracking technology globally.

Pinpoint Communications has been a certified provider of telematics applications in the National Telematics Framework since November 2010.

The change from Pinpoint Communications to Netstar highlights how global developments are demanding greater assurance in the capability of telematics services.

# 7

## Type-approved on-board mass (OBM) systems

now available through the National Telematics Framework.



# National and International Leadership

## Telematics Industry Group

TCA manages the Telematics Industry Group (TIG), which provides a consultative forum between TCA and the telematics sector on government-led initiatives to improve the safety and productivity of transport, through the use of telematics.

With policy makers turning to the use of telematics and related intelligent technologies across a spectrum of applications to improve safety, productivity and efficiency, the TIG plays a key role in advancing positive outcomes through the intersection of policy and technology.

Copies of previous TIG presentations are available on our website.

## OECD Working Groups

TCA participated in two Organisation for Economic Cooperation and Development (OECD) Working Groups during 2018-19:

- Working Group on ITS4HCT (Intelligent Transport Systems for High Capacity Transport)
- Working Group on Policies to Extend the Life of Road Assets.

Both working groups recognise the value of telematics and related intelligent technologies to advance higher productivity vehicle reforms, coupled with policies to extend the life road assets.

TCA was invited by the OECD to participate on both working groups. TCA's experience in using telematics and related intelligent technologies to deliver heavy vehicle reform directly informed best practice thinking across the OECD community.

## Partnership with Sweden

TCA has a long-standing relationship with Sweden, following the signing of a memorandum of understanding in 2013, and an operational pilot of the IAP in Sweden.

The leadership in Australia and Sweden with intelligent access arrangements for high productivity vehicles is now globally followed, and is integrated in the OECD reports from the two working groups.





## Achievements

# Submissions

Over  
**75**

**Road network  
access entitlements  
monitored through  
the IAP application.**

### **TCA Submission to the National Transport Commission: Regulating Government access to C-ITS and Automated Vehicle Data (November 2018)**

TCA provided this submission in support of the National Transport Commission (NTC's) work in reviewing the governance regime for access to data from connected vehicles, automated vehicles (AV) and co-operative intelligent transport systems (C-ITS).

TCA's submission generally supports the core recommendations of the NTC, in particular:

- that a legislative framework, based on outcome or principles-based legislative provisions, is needed to provide governance for the security and privacy of data from C-ITS and AV systems
- that government access to information (but not necessarily 'raw data') for the purposes of planning, system oversight and management, investment, research and other public good purposes is essential
- that the current privacy principles regime is inadequate to manage the complex and changing data environment into the future.

TCA further suggested:

- that data protection requirements should apply to all aggregators of vehicle data
- Governments should seek analysis and information based on aggregated and de-identified data rather than access to raw movement data
- the National Telematics Framework is an example of a 'platform' approach to technology that is holistic, flexible, and includes privacy-by-design within its architecture – which extends beyond technology to include legislation, policy, operational and commercial dimensions.



## Achievements

# Data Insights

### Cloud migration and new data analysis tools

TCA migrated its data storage and analysis infrastructure to the cloud, achieving significant enhancements in flexibility, power and scalability. Part of this migration process included creation of an enriched database of monitored vehicle movements including three years' worth of data, which dramatically improves TCA's ability to provide reporting and analysis to members and other stakeholders.

The combination of cloud computing technologies and this enriched data store means that TCA can deliver insights derived from telematics data much faster and more comprehensively than ever before.

### Interactive reporting through the Telematics Analytics Platform

TCA developed an interactive reporting platform as an enhancement to the Telematics Analytics Platform (TAP) which provides secure role-based access to interactive reporting aimed at road managers and other end users of telematics data.

TAP provides improved access to insights from telematics data in the form of interactive dashboards and is a key supporting technology for new monitoring and assessment applications of the National Telematics Framework.

Various stakeholders in jurisdictions and at the National Heavy Vehicle Regulator (NHVR) are now using TAP.

### Data Analysis and Reporting

TCA has delivered numerous reporting and analysis tasks for stakeholders, using aggregated and de-identified data to provide insights to support business cases and shape policy discussions.

Analysis includes identifying journey volumes on key freight routes; counting vehicles movements over defined road infrastructure (e.g. bridges); identifying journey patterns within a geographical cordon or to/from a geofenced area; and analysis of when multiple vehicles cross a bridge simultaneously.

### Performance-Based Standards Freight Task Analysis (joint report with ARTSA)

TCA collaborated with the Australian Road Transport Suppliers Association (ARTSA) for a short report on the movements of performance-based standards (PBS) registered vehicles enrolled in the IAP during 2018.

The report was presented at the 2019 Brisbane Truck Show as a demonstration of the practical use cases for aggregated and deidentified telematics data.

### Telematics Data Exchange

The Telematics Data Exchange specifies the standard methods and mechanisms for Business-to-Business (B2B) data exchange within telematics applications of the National Telematics Framework.

It covers the standard business documents and reporting artefacts that are exchanged, and provides interoperability and consistency in the deployment and use of telematics applications. By providing common rules for B2B data exchange, multiple applications will use the same mechanisms to communicate and can be deployed by technology providers at a lower cost.

The Telematics Data Exchange contains:

- Standard document types and reporting artefacts used in telematics applications
- Business data model and associated formats and encoding
- Data exchange mechanisms used to transfer them between participants.

The Telematics Data Exchange specification is intended for use by technology providers to develop the capability to communicate within the National Telematics Framework, and to provide data insights through TAP.

# 3

## Year's-worth of data migrated to the cloud,

dramatically improving TCA's ability to provide reporting and analysis.



# Presentations

## during 2018-19

### 37th Southern African Transport Conference (SATC)

#### International Society for Weigh-In-Motion (ISWIM) Workshop

Experiences with On-Board Mass Monitoring in Australia

Gavin Hill, General Manager  
Strategic Development

Pretoria, South Africa

12 July 2018

### Victorian Transport Association (VTA) Technology Group meeting

#### National Telematics Framework: Latest Developments

Gavin Hill, General Manager  
Strategic Development

Melbourne, Victoria

02 August 2018

### Container Transport Alliance Australia (CTAA) Productivity and Safety Forums

#### Advancing Productivity and Safety Through Telematics

Gavin Hill, General Manager  
Strategic Development

Brisbane, Queensland 16 August 2018

Melbourne, Victoria 29 August 2018

Sydney, New South Wales

30 August 2018

### ITS World Congress 2018

- **Co-operative ITS Standards Gaps – An Australian Perspective**

Philip Lloyd, General Manager  
Implementation

Copenhagen, Denmark

18 September 2018

- **Transforming Freight Through ITS**

Philip Lloyd, General Manager  
Implementation

Copenhagen, Denmark

18 September 2018

- **Heavy Goods Vehicles and ITS in Australia**

Philip Lloyd, General Manager  
Implementation

Copenhagen, Denmark

19 September 2018

- **Connected and Automated Vehicle Cyber Security – An Australian Perspective**

Philip Lloyd, General Manager  
Implementation

Copenhagen, Denmark

20 September 2018

### 15th Heavy Vehicle Transport Technology Conference (HVT15)

- **Reengineering the use of road networks through On-Board Mass (OBM)**

Gavin Hill, General Manager  
Strategic Development

Rotterdam, The Netherlands

2 October 2018

- **Managing Disruption Through a Structured Framework**

Gavin Hill, General Manager  
Strategic Development

Rotterdam, The Netherlands

04 October 2018

### Australian Trucking Association (ATA) Technical and Maintenance Conference (TMC)

#### Using the National Telematics Framework to Your Advantage

Chris Koniditsiotis, Chief Executive Officer

Melbourne, Victoria

16 October 2018

### Telematics Industry Group (TIG)

Melbourne, Victoria

14 February 2019

### Livestock Bulk and Rural Carriers Annual Conference 2019

#### Telematics and Levels of Assurance

Gavin Hill, General Manager  
Strategic Development

Griffith, New South Wales

22 February 2019

### Victorian Transport Association (VTA) State Conference 2019

#### Are we ready for technology-based reforms?

Gavin Hill, General Manager  
Strategic Development

Philip Island, Victoria

25 March 2019

### Smart Cities Conference 2019

Gavin Hill, General Manager  
Strategic Development

Melbourne, Victoria

31 May 2019





# TCA Staff

as at 30 June 2019

**At TCA, our people are integral to our success. Our commitment to providing a culture of performance, development, safety and fairness during the year enable our people to operate at their best and our organisation to deliver on our strategic objectives.**

TCA employs staff across a range of highly specialized and technical disciplines. Our rigorous recruitment practices include skills and psychometric testing, and our staff are encouraged to participate in external and internal training to make sure their skills and knowledge are continuously improved.

To ensure a high performing culture, TCA strives to maintain a safe and welcoming work environment, where all staff have equal access to opportunities.

This philosophy is underpinned by HR policies which are regularly reviewed and updated to reflect best practice. Further, the safety and amenity of the physical work environment is monitored and managed by a dedicated Office Manager, and a staff team of OH&S representatives.

## TCA Staff

### Executive General Manager Office

Stuart Ballingall - Executive General Manager

### Strategy and Delivery Division

Gavin Hill - General Manager Strategy and Delivery

John Gordon - Strategic Development Manager

Janelle Shotton - Business Integration Manager

Sharon Reay - Government Relations & Engagement Manager

Eugen Bacon - Communications Manager

David Rowe - Senior Engineer

Peter Clark - Specification Manager

Dean Winkle - Program Manager

Ashleigh Gordon - JavaScript and HTML Developer

### Corporate Operations Division

Heather Hausler - General Manager Corporate Operations

Mark Aitken - Finance Manager

Maria McGrath - Human Resources Manager

Adnan Karadza - IT Manager

Natasha Trantino - Office Manager

Sarah Mathews - Administration Assistant

### Operations Division

Paul Corkill - General Manager Operations

Andriy Dyukov - Technical Systems Innovation Manager

Mark Caldecourt - Program Manager

Tim Renowden - Data Insights Manager

Stephen Mikecz - Audit and Assurance Lead

Victor Thomson - Technical Project Officer

Shaun Gee - Technical Project Officer

Elise Thompson - Business Process Officer

Ivan Enierga - Senior Hardware Engineer

Sanoob Thekke Valappil - System Engineer

Jonah Nio - Senior Data Insights Analyst

Aiden Westrip - Data insights Analyst



# Consultants and Committees

## Consultants

*(presented in alphabetical order)*

Alexander McKendrick

ASTA Solutions

C2C Online Services

Clear Strategic IT Partners Pty Ltd

Derwent Melbourne Pty Ltd

Eccoi Pty Ltd

Gener8Media Pty Ltd

GPSat Systems Australia

John Chisholm Consulting

Lennox Group Pty Ltd

McBain McCartin & Co

National Association  
of Testing Authorities

Philip Ormond Fitzpatrick

Noice

Piper Alderman

PKF Melbourne Advisory Pty Ltd

PSMA Distribution

Public Relations Exchange Pty Ltd

SAI Global Limited

Trinitas

Willis Australia Ltd

## Committees

Certification and Audit Committee

Telematics Industry Group (TIG)

Pricing Audit and Risk Committee

Remuneration and Development Committee

### TCA participated in the following government and industry groups:

- Austroads Connected and Automated Vehicle Industry Reference Group
- Austroads Freight Taskforce
- Cooperative ITS Harmonisation Group 7 (HTG7)
- Geoscience Australia Positioning Navigation and Timing Working Group
- ITS Australia
- International Society for Weigh-In-Motion (ISWIM)
- OECD Working Group on Intelligent Transport Systems for Higher Capacity Transport
- OECD Working Group on Policies to Extend the Life of Road Assets
- Standards Australia CS-077 – Blood Alcohol Testing Devices
- Standards Australia IT-023 – Transport Information and Control Systems
- International Standards Organisation (ISO) TC-204 – Intelligent Transport Systems





# Governance

## After a review of national transport bodies in 2018, the Transport and Infrastructure Council (TIC) made a decision that Austroads acquires TCA.

TIC recognised the essential role TCA performs in the provision of advisory services, development and implementation of programs and their associated administration, including management of the National Telematics Framework.

Importantly, TIC recognised how the use of telematics and related intelligent technologies will continue to support surface-based transport reforms now and into the future.

It was determined that TCA would continue as a separate corporate entity reporting through its newly established Board of Directors, appointed on 31 December 2018.

## TCA Governance

TCA is governed by a board, comprising nominated participants from transport organisations. The board meets at least three times each year and has responsibility for providing clear policy and strategic direction. It also monitors TCA's performance against strategic objectives and approves the annual work plan and budget.

### TCA Board of Directors as at 4 October 2019

- Shane Gregory (Chair), General Manager, State Roads, Department of State Growth, Tasmania
- Neil Scales (Deputy Chair), Director-General, Queensland Department of Transport and Main Roads
- Tony Braxton-Smith, Chief Executive, Department of Planning, Transport and Infrastructure, South Australia
- Alexander Foulds, Executive Director, Territories, Australian Government Department of Infrastructure, Transport, Cities and Regional Development
- Louise McCormick, General Manager, Department of Infrastructure, Planning and Logistics Northern Territory
- Peter Woronzow, Managing Director, Main Roads Western Australia.
- James Corrigan, Deputy Director General, Transport Canberra and City Services Directorate, ACT.

The Board Chair and Deputy Chair were endorsed in July 2019.

For more information on the TCA Board, please refer to the detailed Directors' Report in the special purpose financial report in the next section of this document.

The Company Secretary is Mr Nicholas Koukoulas.





# Special purpose financial report

for the year ended 30 June 2019

Transport Certification Australia Limited  
ABN 83 113 379 936



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# Directors' report

**The directors of Transport Certification Australia Limited (the company) submit herewith the annual financial report of the company for the financial year ended 30 June 2019.**

The names of the directors of the company during or since the end of the financial year are:

- Tony Braxton-Smith (Appointed 4 March 2019)
- James Corrigan (Appointed 17 July 2019)
- Alexander Foulds (Appointed 31 December 2018)
- Shane Gregory (Appointed 31 December 2018)
- Louise McCormick (Appointed 31 December 2018)
- Neil Scales (Appointed 31 December 2018)
- Peter Woronzow (Appointed 31 December 2018)
- Anita Curnow (Appointed 31 December 2018; Resigned 5 April 2019)
- Judith Formston (Appointed 31 December 2018; Resigned 4 March 2019)
- Kenneth Kanofski (Appointed 31 December 2018; Resigned 19 June 2019)
- Emma Thomas (Appointed 31 December 2018; Resigned 29 April 2019)
- Stephen Golding (Resigned 31 December 2018)
- Bernard Carlon (Resigned 31 December 2018)
- Wendy Sladen (Resigned 31 December 2018)
- David Snowden (Resigned 31 December 2018)
- Desmond Snook (Resigned 31 December 2018)
- Mike Stapleton (Resigned 31 December 2018)
- Gary Swain (Resigned 31 December 2018)
- Stephanie Werner (Resigned 31 December 2018)

Directors have been in office since the start of the financial year to the date of this report unless otherwise stated.

## Information on Directors

### Shane Gregory (Chairperson)

**Assoc Dip Eng (Civil)**

Shane Gregory is the General Manager State Roads for the Department of State Growth, Tasmania. He started his career in 1985 with the former Highways Department of South Australia where he spent 11 years in various design roles. He moved to Western Australia in 1996 to work with Connell Wagner on public and private infrastructure projects, before relocating to Tasmania in 2000 to work in the civil contracting industry. Prior to his current role he was Manager of Planning and Design for the Department of Infrastructure, Energy and Resources between 2009 and 2012.

### Neil Scales OBE (Deputy Chairperson)

**ONC (Eng), HNC (EEng), DMS, BSc (Eng), MSc (Control Engineering and Computer Systems), MBA, CEng (UK), FIEAust, FIET, FIMechE, FICE, FCILT, FCIT, FLJMU, FRSA, FSOE, MAICD**

Neil Scales is Director-General of Queensland Department of Transport and Main Roads. He was previously CEO of TransLink, the public transport operator across Queensland. Prior to joining TransLink, Neil was the Chief Executive and Director General of Merseytravel; the transport authority for Merseyside in the north of England. Along with almost 40 years experience in the transport industry, he is a Fellow of three major UK engineering institutions. He received an OBE for services to public transport in 2005 and in 2011 he was awarded an honorary Fellowship from Liverpool John Moores University for his services to the region.

### Tony Braxton-Smith

**MBA**

Tony Braxton-Smith became Chief Executive of the Department of Planning, Transport and Infrastructure in October 2018. He is also the South Australian Rail Commissioner and Commissioner for Highways. This new role encompasses overseeing a broad range of government objectives ensuring the effective delivery of services involving planning, transport and valuable social and economic infrastructure throughout the State of South Australia. Formerly the Deputy Secretary Customer Services at Transport for New South Wales for seven years, Tony's prior career spans 20 years in senior executive roles in the private sector with Great Southern Rail and Serco; Dreamworld and the P&O Group.

## Information on Directors (*continued*)

### Alexander Foulds

#### B. Hist, MBA

Alex Foulds came to the Infrastructure portfolio in 2009. He is currently Executive Director of Surface Transport Policy Division in the Department of Infrastructure, Regional Development and Cities. He is responsible for progressing the Australian Government's national reforms in surface transport policy and regulation (maritime, shipping, rail and road transport), road safety and vehicle design standards. He previously led implementation of the Australian Government's Infrastructure Investment Program, including the delivery, in partnership with states and territories, of major land transport infrastructure projects across Australia. Prior to this, he worked in a variety of Australian Public Service senior policy development, procurement and program delivery roles after a career as an infantry officer in the Australian Defence Force.

### Louise McCormick

#### B.Eng-Civil Engineering, Dip. Project Management

Louise McCormick is an Executive Engineer, Chartered Fellow and Senior Civil/Structural Engineer with 19 years' experience in the public and private sectors. In 2016, Louise was appointed as the General Manager for Transport and Civil Services Division within the Department of Infrastructure, Planning and Logistics NT. Louise has managed some of the largest transport infrastructure projects in the Territory and contributed towards the Northern Territory's response to the White Paper on Developing Northern Australia from a transport and engineering perspective. Louise has played an active role in Engineers Australia, and her work has been recognised through industry awards for projects and individual awards including Young Professional Engineer of the Year for the NT in 2007; Winner of the 2010 NT Telstra Business Women's Award for Innovation; National Finalist for the 2010 Telstra Business Women's Award for Innovation.

### Peter Woronzow

#### BA (Economics), Grad Dip Public Sector Management, CPA

Peter Woronzow has been Acting Managing Director responsible for the day to day operations of Main Roads Western Australia since July 2016. He has worked for Main Roads for 36 years, most recently as Executive Director Finance and Commercial Services a role that includes being the Chief Financial Officer. He has been part of the Corporate Executive Team for 12 years. Peter has been a member of the Alliance Boards that were responsible for delivering the Perth Bunbury Highway, Mandurah Entrance Road and Airport Gateway Projects. He is also a Board member of ARRB Group Ltd.

### Anita Curnow (to 5 April 2019)

Anita Curnow is the Executive Director Access and Operations at VicRoads, where she has worked in various executive roles over the last 15 years. She is responsible for the day to day operation of the road network and incident response, ITS standards, procurement and asset management, heavy vehicle

access, productivity and compliance, road user behaviour policy and programs, and vehicle and motorcycling policy. She has been involved in significant organisational and cultural change at VicRoads, including encouragement of women in technical and leadership roles. Anita was named one of the 2017 Top 50 Public Sector Women in Victoria. She was also named Civil Engineering Alumnus of the Year for 2017, having undertaken both undergraduate and postgraduate studies there, and chairs the department's Industry Advisory Committee.

### Judith Formston (to 4 March 2019)

#### BCom

Judith Formston is Manager, Traffic Operations within the Department of Planning, Transport and Infrastructure, South Australia. Judith is responsible for network operations, the traffic management centre and heavy vehicle access. She is also responsible for heavy vehicle access and heavy vehicle road reform policy advice. Prior to undertaking her current role, she was engaged by the Office of the National Rail Safety Regulator, providing financial management and advice during the transition of jurisdictions into a National Regulatory Model. Over the past 17 years Judith has held a variety of senior policy, finance, budget and investment strategy positions, within the South Australian Government, including within the Department of Planning, Transport and Infrastructure and the Department of Treasury and Finance.

### Kenneth Kanofski (to 19 June 2019)

Ken Kanofski was appointed Chief Executive of Roads and Maritime Services in August 2016. As Chief Executive, he is responsible for leading and managing the performance of the road and maritime networks to meet customer needs. This includes delivery of substantial infrastructure building programs, as well as maintaining, operating and regulating the networks. Prior to his appointment as Chief Executive, Ken spent three years as the Roads and Maritime Chief Operating Officer. In this role, he was responsible for managing and operating the NSW road network including strategic network planning and investment prioritisation of a \$9 billion-dollar a year infrastructure program. Ken has served as a board member and chair on statutory authorities, industry bodies and community organisations.

### Emma Thomas (to 29 April 2019)

Emma Thomas is the Director-General for Transport Canberra and City Services (TCCS) and brings extensive experience in both the commercial and public sectors, including major infrastructure projects that span most forms of transport. Prior to leading TCCS, Emma was the Director-General of the Capital Metro Agency, delivering Canberra's first stage of light rail. Prior to this, she was the State Rail Commissioner for South Australia and Deputy Chief Executive of Public Transport. Previous experience also includes senior executive roles at Transport and Main Roads Queensland and Boeing. She commenced her career as an aeronautical engineer in the Royal Australian Air Force.



**Stephen Golding (to 31 December 2018)**

**AM, RFD, BEng, MEngSc, BEc, HonFIEAust, FCILT, FIML, FAICD, CPEng, Fellow of the Institute of Transportation Engineers**

Stephen Golding was the Chairperson of TCA Ltd December 2005 to December 2018, and Member of the Pricing, Audit and Risk, and, Remuneration and Development Committees of the Board. He is Director at North Queensland Bulk Ports Corporation and Queensland Reconstruction Authority. His prior experiences include 38 years in Queensland Department of Main Roads, including appointment as Director General from 2000-2005; Board Member, Bundaberg Port Authority 1991-1993, Director Mackay Ports Limited 2005-2009, Chair of Sure Smart Water 2007-2008, Member of Advisory Board of Governance, Qld Department of Primary Industries, 2006-2008, Transmax Pty Ltd and 34 years in Active Army Reserve concluding as a Major General, 1994-2004, and Member of Chief of Army's Senior Advisory Committee, 1994-1997.

**Bernard Carlon (to 31 December 2018)**

**MA (Management)**

Bernard Carlon is Executive Director Centres for Road Safety and Maritime Safety NSW. He has over 30 years' experience in NSW public sector in, Health, Justice, Recreation, Environment and Transport sectors. Bernard was an Alternate Director of TCA February 2016 to December 2016 and was a Member of the TCA Board from June 2017 to December 2018.

**Wendy Sladen (to 31 December 2018)**

**BEc (Hons)**

Wendy Sladen is Director Pipelines and Programs, VicRoads. She has over 20 years in micro economic regulatory reform, predominantly in the road transport sector in Victoria and with the National Road Transport Commission. She has an extensive background in Commonwealth State relations. Wendy was a Member of the TCA Board August 2016 to December 2018, and Member of the Remuneration and Development Committee.

**David Snowden (to 31 December 2018)**

**MBA, Grad Dip Public Sector Management**

David Snowden is the Chief Operating Officer, Access Canberra. He has over 20 years of regulatory, enforcement and senior management experience in Commonwealth, Territory and New Zealand public sector agencies, encompassing Transport, Customs and Competition and Consumer protection. He holds the statutory positions of ACT Commissioner for Fair Trading, Registrar General and CEO of the Gaming and Racing Commission. David was an Alternate Director of TCA April 2015 to August 2016, and Member of the TCA Board August 2016 to December 2018.

**Desmond Snook (to 31 December 2018)**

**BEng, MIEAust, MAICD**

Desmond Snook has over 40 years experience with Main Roads Western Australia, including 20 years as Executive Director at Main Roads, and 13 years as Member on WA Road Safety Council. Desmond was a Member of the TCA Board since inception (2005) to December 2018, Chair of the Pricing, Audit and Risk Committee, and is currently an Alternate Director for Peter Woronzow since April 2019.

**Mike Stapleton (to 31 December 2018)**

**BBus, MPA, MANCAP, MNRSS, MAustrroads, MQLCSG**

Mike Stapleton is the Queensland Department of Transport and Main Roads Deputy Director-General for Customer Services, Safety and Regulation (CSSR) since January 2016. CSSR is critical to Queensland's current and future transport system, managing the State's regulation, marine and road safety, and frontline services. He has over 20 years' experience in the Queensland public transport sector in the areas of finance, general management, infrastructure management and delivery, and transport safety roles. Previous roles include Deputy Director-General for Infrastructure Management and Delivery, and General Manager for Land Transport Safety. Mike was a Member of the TCA Board from December 2017 to December 2018.

**Gary Swain (to 31 December 2018)**

**BEc (with majors in Economics and Asian Studies)**

Gary Swain is the Deputy Secretary, Transport Services and Tasmanian Transport Commissioner, with broad service delivery, regulatory and policy responsibilities relating to all aspects of State Government road services. His previous roles relate primarily to infrastructure services in public and private sector capacities with an emphasis on change and reform. Gary was a Member of the TCA Board June 2015 to December 2018 and Member of the Remuneration and Development Committee.

**Stephanie Werner (to 31 December 2018)**

**BEc (Hons), LLB (Hons), Barrister and Solicitor of the Supreme Court of NSW, Graduate Diploma in Legal Practice**

Stephanie Werner is General Manager, Land Transport Policy and Safety, Department of Infrastructure, Regional Development and Cities. She has over 16 years previous experience with the Federal Government in foreign and trade policy. Stephanie was a Member of the TCA Board from April 2018 to December 2018.

## Information on Directors (*continued*)

The number of directors meetings and number of meetings attended by each of the directors of the company during the period are:

Directors	Directors' Meetings	
	No. of Meetings Attended	No. of Meetings Eligible to Attend
Tony Braxton-Smith	-	1
James Corrigan	-	-
Alexander Foulds	1	1
Shane Gregory	1	1
Louise McCormick	1	1
Neil Scales	1	1
Peter Woronzow	-	1
Anita Curnow	1	1
Judith Formston	-	-
Kenneth Kanofski	-	1
Emma Thomas	-	1
Stephen Golding	5	5
Bernard Carlon	4	5
Wendy Sladen	4	5
David Snowden	5	5
Desmond Snook	5	5
Mike Stapleton	5	5
Gary Swain	4	5
Stephanie Werner	5	5

Alternate Directors	Directors' Meetings	
	No. of Meetings Attended	No. of Meetings Eligible to Attend
Emma Kokar – Alternate Director for Tony Braxton-Smith	1	1
Nicholas Papandonakis – Alternate Director for Louise McCormick	-	-
Desmond Snook – Alternate Director for Peter Woronzow	1	1
Nicole Spencer – Alternate Director for Alexander Foulds	-	-
Dennis Walsh – Alternate Director for Neil Scales	-	-
Alan Colgate – Alternate Director for Peter Woronzow	-	-
James Corrigan – Alternate Director for Emma Thomas	1	1
Jeffrey McCarthy – Alternate Director for Kenneth Kanofski	-	1
Stephanie Werner – Alternate Director for Alexander Foulds	-	-
Annette Bury – Alternate Director for Wendy Sladen	1	1
Penelope Nicholls – Alternate Director for Gary Swain	-	1
Roland Pittar – Alternate Director for Stephanie Werner	-	-

Directors	Pricing Audit and Risk Committee Meetings	
	No. of Meetings Attended	No. of Meetings Eligible to Attend
Des Snook	1	1
Stephen Golding	1	1
Mike Stapleton	1	1

Directors	Remuneration Committee Meetings	
	No. of Meetings Attended	No. of Meetings Eligible to Attend
Stephen Golding	1	1
Wendy Sladen	-	-
Gary Swain	1	1

## Principal Activities

**The company is a national organisation that provides assurance services relating to transport technologies and data to enable improved public purpose outcomes from road transport.**

**The company is a ‘cross-cutting’ organisation which works across different policy streams, surface transport modes, and government and industry sectors.**

The company provides the following broad categories of service, providing opportunities to realise positive outcomes through the deployment of telematics and related intelligent technologies:

**Assurance** – provide certification of telematics applications, schemes and associated services and data; development of functional and technical specifications for applications and features of the National Telematics Framework; accreditation of service providers and technology suppliers, type approval of devices and systems; and auditing of service providers technology suppliers, applications, schemes and associated data.

**Administration** – administer the National Telematics Framework, including the rules, specifications, agreements and digital infrastructure that it comprises. The company supports applications, schemes and other initiatives on behalf of key stakeholders and maintains road access maps, scheme conditions. It also processes data and information.

**Analysis and Reporting** – being a trusted national entity that collects, stores and standardises data for aggregation and analysis to support the compliance, policy, planning, investment and operational decision making of key stakeholders. The company manages the Telematics Analytics Platform to support user access to data and reporting services, and provide core analysis and reporting capabilities to meet the needs of our key stakeholders.

**Advice** – provide authoritative information and trusted advice on transport technologies and data to support policy and regulatory reform, and planning. The company has well-developed knowledge on emerging vehicle and transport technologies, including telematics, connected and automated driving systems, and innovative mobility services.

The company interacts with three distinct stakeholder groups to deliver improved public outcomes:

- Government agencies and regulators – who set policies or manage programs using telematics and related technologies
- Regulated industry sectors – that use telematics and related intelligent technologies in response to government or regulatory policies and programs
- Private sector service providers – technology and intelligent transport systems service providers who deliver telematics products and services to regulated industry sectors and transport operators.



## Principal Activities (*continued*)

The company's vision is to be the Australian leader of Advice, Accreditation and Administration services, and to be an essential partner to government organisations to achieve public outcomes through the use of telematics and related intelligent technologies.

The company's Strategic Plan contains seven Key Result Areas (KRAs), which align with and deliver the objectives and strategies of TCA's Members, participants and other stakeholders

### **KRA 1: Leadership in telematics and related intelligent technologies**

Raise awareness, and inform thinking on the opportunities available to Members, participants and other stakeholders through the use of telematics and related intelligent technologies – and C-ITS applications – across surface transport modes to advance public purpose outcomes.

### **KRA 2: Build knowledge sharing and relationships**

Build strong relationships with Members, participants and other national and international stakeholders to create improved learning, understanding and innovation to support end-use policy development and decision making.

### **KRA 3: Provide assurance**

Provide Members, participants and other stakeholders with assurance in the use of telematics and related intelligent technologies – and C-ITS applications – to advance surface transport productivity, safety and efficiency outcomes, through the provision of Advice, Accreditation (i.e. approval) and Administration services.

### **KRA 4: Administer telematics and related intelligent technology programs**

Administer programs which utilise telematics and related intelligent technologies for, and on behalf of, Members, participants and other stakeholders, to ensure technical, operational and commercial outcomes align with policy intent.

### **KRA 5: Manage legislative and legal requirements**

Manage an operational environment which ensures all the roles, functions and obligations assigned to TCA in legislation are met, including privacy and the protection of data derived from telematics programs administered by TCA.

### **KRA 6: Generate Public Value**

Generate public value to Members, participants and other stakeholders through the administration of the *National Telematics Framework*, upholding the principles of the Policy Framework for ITS in Australia – and other related government policies, frameworks and strategies - working with global standards setters to be at the forefront of international developments, managing the intersection of ITS policy, technical, commercial and operational issues, and achieving financial sustainability.

### **KRA 7: Promote positive values and work environment**

Maintain a positive work environment which promotes a culture of inclusiveness, and upholds TCA's values of Integrity, Professionalism, Accountability and Innovation to deliver TCA's strategic vision.

The above KRAs and strategies are measured on an annual basis against pre-determined Key Result Indicators and deliverables assigned to projects within the annual work program.

## Review of operations

The expenditure program of the company does not align with its revenue cycle and requires the utilisation of cash reserves in years where a shortfall in revenue exists. The profit of the company for the financial year after providing for income tax amounted to \$230,572. This result compares to the budgeted deficit for the year of \$213,363. As at 30 June 2019, the company has net assets of \$2,694,851 (2018: \$2,464,279) including cash reserves of \$2,019,049 (2018: \$2,378,950)

## Members Guarantee

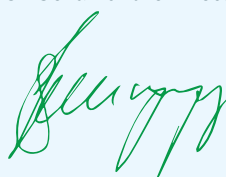
The company is incorporated under the *Corporations Act 2001* and is a company limited by guarantee. If the company is wound up, the Constitution states that each Member is required to contribute a maximum of \$10 each towards meeting any outstanding liabilities of the company. At 30 June 2019 the number of Members was 1 (2018: 9 members).

## Auditor's independence declaration

The auditor's independence declaration is included on page 31 of the annual report.

Signed in accordance with a resolution of directors made pursuant to s.298 (2) of the *Corporations Act 2001*.

On behalf of the Directors



Shane Gregory  
Chairperson  
4<sup>th</sup> October 2019



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Accountants and Advisors  
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Melbourne VIC 3000  
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**AUDITORS INDEPENDENCE DECLARATION  
UNDER SECTION 307C OF THE CORPORATIONS ACT 2001  
TO THE DIRECTORS OF TRANSPORT CERTIFICATION AUSTRALIA LIMITED**

I declare that, to the best of my knowledge and belief, during the year ended 30 June 2019 there have been:

- (i) No contraventions of the auditor independence requirements as set out in the Corporations Act 2001 in relation to the audit, and
- (ii) No contraventions of any applicable code of professional conduct in relation to the audit.

*ShineWing Australia*

ShineWing Australia  
Chartered Accountants

*M. Schofield*

Matthew Schofield  
Partner  
Melbourne, 4<sup>th</sup> October 2019

# Directors' declaration

The directors have determined that the company is not a reporting entity and that this special purpose financial report should be prepared in accordance with the accounting policies described in Note 3 to the financial statements.

The directors of the company declare that:

1. The financial statements and notes as set out on pages 33-44, are prepared in accordance with the *Corporations Act 2001* and:
  - a. comply with Accounting Standards as described in Note 3 to the financial statements and the *Corporations Regulations 2001*; and
  - b. give a true and fair view of the company's financial position as at 30 June 2019 and of its performance for the year ended on that date in accordance with the accounting policies described in Note 3 to the financial statements.
2. In the directors' opinion there are reasonable grounds to believe that the company will be able to pay its debts as and when they become due and payable.

Signed in accordance with a resolution of the directors made pursuant to s.295 (5) of the *Corporations Act 2001*.

On behalf of the Directors



Shane Gregory

Chairperson

4<sup>th</sup> October 2019



## Statement of comprehensive income

for the year ended 30 June 2019

	Note	2019 \$	2018 \$
Revenue	4	6,269,088	6,399,120
Advertising and promotional expenses		(41,320)	(95,725)
Employee benefits expenses		(3,853,640)	(4,199,414)
Depreciation	4	(158,093)	(155,012)
Meeting expenses		(17,052)	(12,840)
Travel and accommodation expenses		(251,768)	(346,363)
Dues and subscriptions expenses		(133,043)	(142,070)
Consulting expenses		(621,437)	(370,140)
Office expenses		(754,955)	(800,517)
Other expenses		(207,208)	(375,652)
<b>Profit (Loss) before income tax</b>	20	230,572	(98,613)
Income tax expense	5	-	-
<b>Profit (Loss) for the year after tax attributable to members of the entity</b>	20	230,572	(98,613)
Other comprehensive income		-	-
<b>Total comprehensive profit (loss) for the year</b>		230,572	(98,613)
Profit (loss) attributable to members of the entity		230,572	(98,613)
Total comprehensive profit (loss) attributable to members of the entity	20	230,572	(98,613)

# Statement of financial position

as at 30 June 2019

	Note	2019 \$	2018 \$
<b>ASSETS</b>			
<b>Current assets</b>			
Cash and cash equivalents	15(a)	2,019,049	2,378,950
Trade and other receivables	7	544,647	280,386
Other current assets	8	378,233	334,215
<b>Total current assets</b>		2,941,929	2,993,551
<b>Non-current assets</b>			
Plant and equipment	9	807,154	954,486
<b>Total non-current assets</b>		807,154	954,486
<b>Total assets</b>		3,749,083	3,948,037
<b>LIABILITIES</b>			
<b>Current liabilities</b>			
Trade and other payables	10	349,923	399,073
Other current liabilities	12	112,682	323,104
Provisions	11	182,572	251,495
<b>Total current liabilities</b>		645,177	973,672
<b>Non-current liabilities</b>			
Trade and other payables	10	205,963	269,998
Provisions	11	203,092	240,088
<b>Total non-current liabilities</b>		409,055	510,086
<b>Total liabilities</b>		1,054,232	1,483,758
<b>Net assets</b>		2,694,851	2,464,279
<b>EQUITY</b>			
Retained earnings (Members' funds)		2,694,851	2,464,279
<b>Total equity</b>		2,694,851	2,464,279

## Statement of changes in equity

for the year ended 30 June 2019

	Retained earnings \$	Total \$
<b>Balance at 1 July 2017</b>	2,562,892	2,562,892
Loss for the year	(98,613)	(98,613)
Total comprehensive income for the year	-	-
<b>Balance at 30 June 2018</b>	2,464,279	2,464,279
<b>Balance at 1 July 2018</b>	2,464,279	2,464,279
Profit for the year	230,572	230,572
Total comprehensive income for the year	-	-
<b>Balance at 30 June 2019</b>	2,694,851	2,694,851

## Statement of cash flows

for the year ended 30 June 2019

	Note	2019 \$	2018 \$
<b>Cash flows from operating activities</b>			
Receipts from members, participants, service providers and stakeholders		6,280,350	7,366,139
Payments to suppliers and employees		(6,672,555)	(6,737,961)
Interest received		32,439	38,814
Net cash provided by (used in) operating activities	15(b)	(359,766)	666,992
<b>Cash flows from investing activities</b>			
Proceeds from sale of plant and equipment		31,400	39,650
Payments for plant and equipment		(31,535)	(755,836)
Net cash used in investing activities		(135)	(716,186)
<b>Net decrease in cash and cash equivalents</b>		(359,901)	(49,194)
<b>Cash and cash equivalents at the beginning of the financial year</b>		2,378,950	2,428,144
<b>Cash and cash equivalents at the end of the financial year</b>	15(a)	2,019,049	2,378,950

# Notes to the financial statements

## 1. General information

Transport Certification Australia Limited (the company) is a company limited by guarantee, incorporated and domiciled in Australia.

The financial statements were authorised for issue on 4<sup>th</sup> October 2019 by the directors of the company.

Transport Certification Australia Limited's registered office and its principal place of business are as follows:

Registered office	Principal place of business
Level 6	Level 6
333 Queen Street	333 Queen Street
Melbourne VIC 3000	Melbourne VIC 3000

## 2. Adoption of new and revised Accounting Standards

### AASB 16: Leases (applicable to annual reporting periods beginning on or after 1 January 2019)

When effective, this standard will replace the current accounting requirements applicable to leases in AASB 117 and related Interpretations. AASB 16 introduces a single lessee accounting model that eliminates the requirement for leases to be classified as operating or finance leases.

The main changes introduced by the new standard include:

- Recognition of a right-to-use asset and liability for all leases (excluding short term leases with less than 12 months of tenure and leases relating to low value assets);
- Depreciation of right-to-use assets in-line with AASB 116 Property, plant and equipment in profit or loss and unwinding of the liability in principal and interest components;
- Variable lease payments that depend on an index or a rate are included in the initial measurement of the lease liability using the index or rate at the commencement date;
- By applying a practical expedient, a lessee is permitted to elect not to separate non-lease components and instead account all components as a lease; and
- Additional disclosure requirements.

The transitional provisions of this standard allows a lessee to either retrospectively apply the standard to comparatives in line with AASB 108: Accounting Policies, Changes in Accounting Estimates and Error; or recognise the cumulative effect of retrospective application as an adjustment to opening equity on the date of initial application.

Although the directors expect that the new standard will result in lease assets and liabilities being recognised on the balance sheet and a change in how related expenses are incurred, the financial impact has not yet been determined.

### AASB 1058: income of Not-for-Profit Entities (applicable to annual reporting periods beginning on or after 1st January 2019)

AASB 1058 applies to transactions where the consideration to purchase an asset is significantly less than its fair value in order to support the entity to further its objectives. It also applies to volunteer services.

The following are the key requirements in this standard:

- Income arising from the excess of the initial carrying amount of an asset over the related contributions by owners, increases in liabilities, decreases in assets, and revenue should be immediately recognised in profit or loss. For this purpose assets, liabilities and revenue are to be measured in accordance with the applicable standard;
- A liability is recognised for the excess of the initial carrying amount of a financial asset (received in a transfer to enable the entity to acquire or construct a recognisable non-financial asset that is to be controlled by the entity) over any related amounts recognised in accordance with other standards. This liability has to be amortised to profit or loss as the entity satisfies its obligations under the transfer; and
- An entity may elect to recognise volunteer services or a class of volunteer services as an accounting policy choice if the fair value of those services can be measured reliably, whether or not the services would have been purchased if they had not been donated. Recognised volunteer services shall be measured at fair value and any excess over the related amounts (such as contribution by owners or revenue) should be immediately recognised in profit or loss.

Although the directors anticipate that the adoption of AASB 1058 may have an impact on the company's financial statements, it is impracticable at this stage to provide a reasonable estimate of such impact.



## 3. Summary of significant accounting policies

### Reporting basis

The directors have prepared the financial statements on the basis that the company is a non-reporting entity because there are no users who are dependent on general purpose financial statements. These financial statements are therefore special purpose financial statements that have been prepared in order to meet the requirements of the *Corporations Act 2001*. The company is a not-for-profit for financial reporting purposes under Australian Accounting Standards.

The financial statements have been prepared in accordance with the mandatory Australian Accounting Standards applicable to entities reporting under the *Corporations Act 2001* and the significant accounting policies disclosed below, which the directors have determined are appropriate to meet the needs of members. Such accounting policies are consistent with the previous period unless stated otherwise.

The financial statements except for the cash flow information have been prepared on an accruals basis and are based on historical costs unless otherwise stated in the notes. The amounts presented in the financial statements have been rounded to the nearest dollar.

### Accounting policies

The material accounting policies that have been adopted in the preparation of these statements are as follows:

#### (a) Cash and cash equivalents

Cash and cash equivalents includes cash on hand, deposits held at call with banks, other short-term highly liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities on the statement of financial position.

#### (b) Employee benefits

Provision is made for the company's liability for employee benefits arising from services rendered by employees to the end of the reporting date. Employee benefits expected to be settled within one year have been measured at the amounts expected to be paid when the liability is settled, plus related on-costs.

Employee benefits which are not expected to be settled within 12 months are measured as the present value of the estimated future cash outflows to be made for those benefits. These cash flows are discounted using market yields on national government bonds with terms to maturity that match the expected timing of cash flows. Long Service Leave becomes payable to employees on a pro rata basis after 7 years of continuous service. As at 30 June 2019 6 employees have been employed for 7 years of continuous service (2018: 7).

#### (c) Financial Instruments

##### Initial recognition and measurement

Financial assets and financial liabilities are recognised when the entity becomes a party to the contractual provisions to the instrument. For financial assets, this is equivalent to the date that the company commits itself to either purchase or sell the asset (i.e. trade date accounting is adopted).

Financial instruments are initially measured at fair value plus transaction costs except where the instrument is classified "at fair value through profit or loss", in which case transaction costs are expensed to profit or loss immediately.

##### Classification and subsequent measurement

Financial instruments are subsequently measured at fair value, amortised cost using the effective interest method, or cost. Where available, quoted prices in an active market are used to determine fair value. In other circumstances, valuation techniques are adopted.

Amortised cost is calculated as the amount at which the financial asset or financial liability is measured at initial recognition less principal repayments and any reduction for impairment, and adjusted for any cumulative amortisation of the difference between that initial amount and the maturity amount calculated using the effective interest method.

The effective interest method is used to allocate interest income or interest expense over the relevant period and is equivalent to the rate that exactly discounts estimated future cash payments or receipts (including fees, transaction costs and other premiums or discounts) through the expected life (or when this cannot be reliably predicted, the contractual term) of the financial instrument to the net carrying amount of the financial asset or financial liability. Revisions to expected future net cash flows will necessitate an adjustment to the carrying amount with a consequential recognition of an income or expense item in profit or loss.

### 3. Summary of significant accounting policies (continued)

#### Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market and are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss through the amortisation process and when the financial asset is derecognised.

#### Financial Liabilities

Non-derivative financial liabilities other than financial guarantees are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss through the amortisation process and when the financial liability is derecognised.

#### Impairment

At the end of each reporting period, the company assesses whether there is objective evidence that a financial asset has been impaired. A financial asset (or a group of financial assets) is deemed to be impaired if, and only if, there is objective evidence of impairment as a result of one or more events (a "loss event") having occurred, which has an impact on the estimated future cash flows of the financial asset(s).

In the case of financial assets carried at amortised cost, loss events may include: indications that the debtors or a group of debtors are experiencing significant financial difficulty, default or delinquency in interest or principal payments; indications that they will enter bankruptcy or other financial reorganisation; and changes in arrears or economic conditions that correlate with defaults.

For financial assets carried at amortised cost (including loans and receivables), the company recognises a loss allowance for expected credit losses on financial assets that are measured at amortised cost or fair value through other comprehensive income

Expected credit losses are the probability-weighted estimate of credit losses over the expected life of a financial instrument. A credit loss is the difference between all contractual cash flows that are due and all cash flows expected to be received, all discounted at the original effective interest rate of the financial instrument.

The company used the simplified approach to impairment, as applicable under AASB 9.

#### Simplified Approach

The simplified approach does not require tracking of changes in credit risk in every reporting period, but instead requires the recognition of lifetime expected credit loss at all times.

This approach is applicable to trade receivables.

#### Derecognition

Financial assets are derecognised where the contractual rights to receipt of cash flows expire or the asset is transferred to another party whereby the entity no longer has any significant continuing involvement in the risks and benefits associated with the asset. Financial liabilities are derecognised where the related obligations are discharged, cancelled or have expired. The difference between the carrying amount of the financial liability, which is extinguished or transferred to another party, and the fair value of consideration paid, including the transfer of non-cash assets or liabilities assumed, is recognised in profit or loss.

#### (d) Impairment of Assets

At the end of each reporting period, the company reviews the carrying amounts of its tangible and intangible assets to determine whether there is any indication that those assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair amount less costs to sell and value in use, is compared to the asset's carrying amount. Any excess of the asset's carrying amount over its recoverable amount is recognised immediately in profit or loss.

Where the future economic benefits of the asset are not primarily dependent upon on the asset's ability to generate net cash inflows and when the entity would, if deprived of the asset, replace its remaining future economic benefits, value in use is determined as the depreciated replacement cost of an asset.

Where it is not possible to estimate the recoverable amount of a class of asset, the entity estimates the recoverable amount of the cash-generating unit to which the asset belongs.

Where an impairment loss on a revalued asset is identified, this is debited against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

#### (e) Income tax

The company's income is subject to the concept of mutuality whereby income received from Members is generally exempt from income tax.

#### (f) Leased assets

Leases of fixed assets, where substantially all the risks and benefits incidental to the ownership of the asset, but not the legal ownership, which are transferred to the company, are classified as finance leases.

Finance leases are capitalised by recognising an asset and a liability at the lower of the amounts equal to the fair value of the leased property or the present value of the minimum lease payments, including any guaranteed residual values. Lease payments are allocated between the reduction of the lease liability and the lease interest expense for the period.

Leased assets are depreciated on a straight-line basis over the shorter of their estimated useful lives or the lease term.

Lease payments for operating leases, where substantially all the risks and benefits remain with the lessor, are charged to the statement of comprehensive income in the period in which they are incurred, as this represents the pattern of the benefits derived from the leased assets.

Lease incentives under operating leases are recognised as a liability and amortised on a straight-line basis over the term of the lease.

### (g) Plant and equipment

Plant and equipment are carried at cost, less, where applicable, any accumulated depreciation and impairment losses. All assets are depreciated over their useful lives to the company.

The carrying amount of plant and equipment is reviewed annually by directors to ensure it is not in excess of the recoverable amount from these assets. The recoverable amount is assessed on the basis of the expected net cash flows that will be received from the asset's employment and subsequent disposal. The expected net cash flows have not been discounted to their present values in determining recoverable amounts.

The depreciable amount of all fixed assets is depreciated on a straight line or diminishing value basis over the assets useful life to the entity commencing from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements.

The following useful lives are used in the calculation of depreciation:

<b>Furniture and fixtures</b>	6 - 20 years
<b>Plant and equipment</b>	2.5 - 20 years
<b>Computers</b>	2.5 - 10 years
<b>Motor vehicles</b>	4 - 7 years

The assets' residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains or losses are included in the Statement of Comprehensive Income.

### (h) Provisions

Provisions are recognised when the company has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions recognised represent the best estimate of the amounts required to settle the obligation at the end of the reporting period.

### (i) Revenue

Revenue is measured at the fair value of the consideration received or receivable after taking into account any trade discounts and volume rebates allowed. For this purpose, deferred consideration is not discounted to present values when recognising revenue.

Revenue from Members and participants is recognised upon the invoicing of fees and charges in accordance with the annual funding determination. Revenue received in advance for the subsequent funding year is reflected in the statement of financial position as Funding in Advance.

Interest revenue is recognised using the effective interest rate method, which, for floating rate financial assets, is the rate inherent in the instrument.

Revenue in the form of application fees from applicants for certification as IAP Service Providers is recognised upon the invoicing of fees at the time of the application is made. Revenue in the form of operational fees from IAP Service Providers is recognised upon the invoicing of fees.

All revenue is stated net of the amount of goods and services tax (GST).

### (j) Accounts Receivable and Other Debtors

Accounts receivable and other debtors will include any outstanding contributions from Members and participants, and outstanding operational fees from IAP Service Providers at the end of the reporting period. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets.

### (k) Goods and services tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Tax Office (ATO). In these circumstances, the GST is recognised as part of the cost of acquisition of the asset or as part of an item of the expense. Receivables and payables in the statement of financial position are shown inclusive of GST. The net amount of GST recoverable from, or payable to, the ATO is included with other receivables or payables in the statement of financial position.

Cash flows are presented in the statement of cash flows on a gross basis, except for the GST components of investing and financing activities, which are disclosed as operating cash flows.

### 3. Summary of significant accounting policies (continued)

#### (l) Accounts Payable and Other Payables

Trade and other payables represent the liability outstanding at the end of the reporting period for goods and services received by the company during the reporting period which remain unpaid. The balance is recognised as a current liability with the amount being normally paid within 30 days of recognition of the liability.

#### (m) Critical accounting estimates and judgements

The directors evaluate estimates and judgements incorporated into financial report based on historical knowledge and best available current information. Estimates assume a reasonable

expectation of future events and are based on current trends and economic data, obtained both externally and within the company. During the year, there were no significant or material critical accounting estimates or judgements made by the directors.

#### (n) Comparative figures

Comparative figures have been adjusted to conform to changes in presentation for the current financial year where required by Accounting Standards or as a result of changes in accounting policy.

## 4. Profit for the year

Profit for the year has been arrived at after crediting/(charging) the following items of income and expense:

	2019 \$	2018 \$
Revenue:		
Contributions received from members and participants	2,195,330	2,161,291
Contributions received from regulators	950,000	950,000
Application fees received from applicants	86,905	152,500
Operational fees	2,463,336	2,029,350
Interest revenue	32,642	35,764
Major projects	539,354	1,042,281
Other revenue	1,521	27,934
	6,269,088	6,399,120
Depreciation	158,093	155,012

## 5. Income tax

	2019 \$	2018 \$
The prima facie tax payable on the operating profit (loss) before income tax is reconciled to the income tax expense as follows:		
Prima facie tax payable on operating profit (loss) before income tax at 30% (2018: 30%)	69,172	(29,584)
Non taxable Member income arising from the principle of mutuality	(69,172)	29,584
Income tax expense	-	-



## 6. Remuneration and retirement benefits

### (a) Remuneration of Directors

Directors, other than the Independent Chairperson of the Board of Directors, are not entitled to any remuneration in their role as directors of Transport Certification Australia Limited. The Independent Chairperson of the Board of Directors resigned with effect 31 December 2018, following the fold-in of the company with Austroads Ltd.

### (b) Key Management Personnel Remuneration

Key management personnel includes the 4 (2018:5) members of the Corporate Management Group as at 30 June 2019 and the Independent Chairperson of the Board (to 31 December 2018). The Corporate Management Group reduced from 5 members to 4 members during the year.

#### 2019

Primary				Post-employment	Equity	Other	Total
Salary, fees, & commissions \$	Superannuation contribution \$	Cash bonus \$	Non-cash benefits \$	Superannuation \$	Options \$	\$	\$
1,099,261	80,431	-	-	-	-	575	1,180,267

#### 2018

Primary				Post-employment	Equity	Other	Total
Salary, fees, & commissions \$	Superannuation contribution \$	Cash bonus \$	Non-cash benefits \$	Superannuation \$	Options \$	\$	\$
985,588	90,645	-	-	-	-	1,636	1,077,869

## 7. Trade and other receivables

	2019 \$	2018 \$
<b>CURRENT</b>		
Trade receivables	544,647	280,386
	544,647	280,386

## 8. Other current assets

	2019 \$	2018 \$
Security deposits	71,928	71,928
Prepayments	51,542	66,254
Other	254,763	196,033
	378,233	334,215

## 9. Plant and equipment

	Work In Progress \$	Computers \$	Motor Vehicles \$	Furniture and fixtures \$	Plant and equipment \$	Total \$
<b>2019</b>						
At cost	127,116	819,343	52,769	542,384	633,351	2,174,963
Accumulated depreciation	-	(623,852)	(52,769)	(104,908)	(586,280)	(1,367,809)
Carrying amount at the end of the year	127,116	195,491	-	437,476	47,071	807,154
<b>2018</b>						
At cost	87,754	826,649	94,905	541,867	633,351	2,184,526
Accumulated depreciation	-	(522,286)	(58,856)	(77,184)	(571,714)	(1,230,040)
Carrying amount at the end of the year	87,754	304,363	36,049	464,683	61,637	954,486

## 10. Trade and other payables

	2019 \$	2018 \$
<b>CURRENT</b>		
Trade payables	86,862	122,711
Goods and services payable	74,930	81,326
Other payables	188,131	195,036
	349,923	399,073
<b>NON-CURRENT</b>		
Other Payables	205,963	269,998
	205,963	269,998

## 11. Provisions

	2019 \$	2018 \$
<b>CURRENT</b>		
Employee benefits	182,572	251,495
	182,572	251,495
<b>NON-CURRENT</b>		
Employee benefits	203,092	240,088
	203,092	240,088

## 12. Other current liabilities

	2019 \$	2018 \$
Accrued expenses	112,682	90,614
Member payment for services in advance	-	232,490
	112,682	323,104

## 13. Related party transactions

The company was folded into Austroads Ltd in January 2019 following a resolution by the Transport and Infrastructure Council (TIC) at its November 2018 meeting. The company remains a separate legal entity with Austroads Ltd becoming the sole member.

Transactions between related parties are on normal commercial terms and conditions no more favourable than those available to other parties unless otherwise stated.

## 14. Lease commitments

	2019 \$	2018 \$
Non-cancellable operating lease commitments not capitalised in the financial statements		
Payable – minimum lease payments:		
– not later than one year	296,560	286,531
– later than one year but not later than five years	1,008,534	1,305,094
– later than five years	-	-
	1,305,094	1,591,625

The company's operating lease relates to the rental of its office premises at Level 6, 333 Queen Street, Melbourne Victoria. The lease commenced on 18 September 2017 for a lease period of 6 years.

## 15. Notes to the statement of cash flows

### (a) Reconciliation of cash and cash equivalents

For the purposes of the statement of cash flows, cash and cash equivalents includes cash on hand and in banks and investments in money market instruments, net of outstanding bank overdrafts. Cash and cash equivalents at the end of the financial year as shown in the statement of cash flows is reconciled to the related items in the statement of financial position as follows:

	2019 \$	2018 \$
Cash deposits with Bank	2,018,649	2,378,550
Petty cash	400	400
	2,019,049	2,378,950

## 15. Notes to the statement of cash flows (continued)

### (b) Reconciliation of profit for the year to net cash flows from operating activities

	2019 \$	2018 \$
Profit/(Loss) for the year	230,572	(98,613)
Non-Cash items:		
Depreciation	158,093	155,012
Net (gain) loss on disposal of property and equipment	7,019	151,185
(Increase)/decrease in assets:		
Trade and other receivables	(264,261)	440,117
Other assets	(44,018)	108,501
Increase/(decrease) in liabilities:		
Trade and other payables	(52,883)	(5,031)
Provisions	(105,919)	(18,804)
Other liabilities	(288,369)	(65,375)
Net cash provided by (used in) operating activities	(359,766)	666,992

## 16. Remuneration of auditors

	2019 \$	2018 \$
Audit of the financial report	26,000	25,300
Audit services provided for parent company auditor	3,000	-
Other services (taxation) provided by a related division of the auditor	7,350	7,350
	36,350	32,650

## 17. Events after the reporting date

No matters have arisen since the end of the financial year which have significantly affected or may significantly affect the operations, results of operations and the state of affairs of the company entity in subsequent financial years.

## 18. Economic dependence

The company is dependant on its Members and participants, being the Commonwealth, state and territory transport government agencies for the majority of its revenue used to operate the business. In the event of any shortfall in the yearly operational budget, the Members and participants may be required to provide additional funding on an ad hoc basis to support the company.

## 19. Capital management

The board of directors control the capital of the company to ensure that the company can fund its operations and continue as a going

concern. The company does not have any debt and its capital includes retained earnings and financial liabilities, supported by financial assets. There are no externally imposed capital requirements. Management effectively control the company's capital by assessing the company's financial risks and adjusting its capital structure in response to changes in these risks and in its funding needs. These responses include the management of funding levels from Members and participants and maintaining sufficient levels of working capital.

## 20. Operational losses

The expenditure program of the company does not align with its revenue cycle and requires the utilisation of carry forward cash reserves in years where a shortfall in revenue exists.

## 21. Members guarantee

The company is incorporated under the Corporations Act 2001 and is a company limited by guarantee. If the company is wound up, the Constitution states that each Member is required to contribute a maximum of \$10 each towards meeting any outstanding liabilities of the company. At 30 June 2019 the number of Members was 1 (2018: 9 members).





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## INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF TRANSPORT CERTIFICATION AUSTRALIA LTD

### *Opinion*

We have audited the financial report of Transport Certification Australia Ltd. ("the Company") which comprises the statement of financial position as at 30 June 2019, the statement of comprehensive income, the statement of changes in equity and the statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies, and the directors' declaration.

In our opinion, the accompanying financial report of the Company is in accordance with the *Corporations Act 2001*, including:

- a) giving a true and fair view of the Company's financial position as at 30 June 2019 and of its financial performance for the year then ended; and
- b) complying with Australian Accounting Standards and the *Corporations Regulations 2001*.

### *Basis for Opinion*

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Company in accordance with the auditor independence requirements of the *Corporations Act 2001* and the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* ("the Code") that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

### *Emphasis of Matter – Basis of Accounting*

We draw attention to Note 3 to the financial report, which describes the basis of accounting. The financial report has been prepared for the purpose of fulfilling the director's financial reporting responsibilities under the *Corporations Act 2001*. As a result, the financial report may not be suitable for another purpose. Our opinion is not modified in respect of this matter.

### *Information Other than the Financial Report and Auditor's Report Thereon*

The directors are responsible for the other information. The other information comprises the information included in the Company's annual report for the year ended 30 June 2018, but does not include the financial report and our auditor's report thereon.

Our opinion on the financial report does not cover the other information and accordingly we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.



### *Responsibilities of the Directors for the Financial Report*

The directors of the Company are responsible for the preparation of the special purpose financial report that gives a true and fair view and have determined that the basis of preparation described in Note 3 of the financial report is appropriate to meet the requirements of the *Corporations Act 2001* and is appropriate to meet the needs of the members. The director's responsibility also includes such internal control as the directors determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the directors are responsible for assessing the ability of the Company to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the Company or to cease operations, or have no realistic alternative but to do so.

### *Auditor's Responsibilities for the Audit of the Financial Report*

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with the Australian Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit.

We identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.

We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.

We conclude on the appropriateness of the directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.

We evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.



We also provide the directors with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

A handwritten signature in blue ink that reads 'ShineWing Australia'.

**ShineWing Australia**  
Chartered Accountants

A handwritten signature in blue ink that reads 'M. Schofield'.

Matthew Schofield  
Partner

Melbourne, 4<sup>th</sup> October 2019

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