

Telematics Industry Group Forum

Hosted by
Transport Certification Australia

9 December 2020

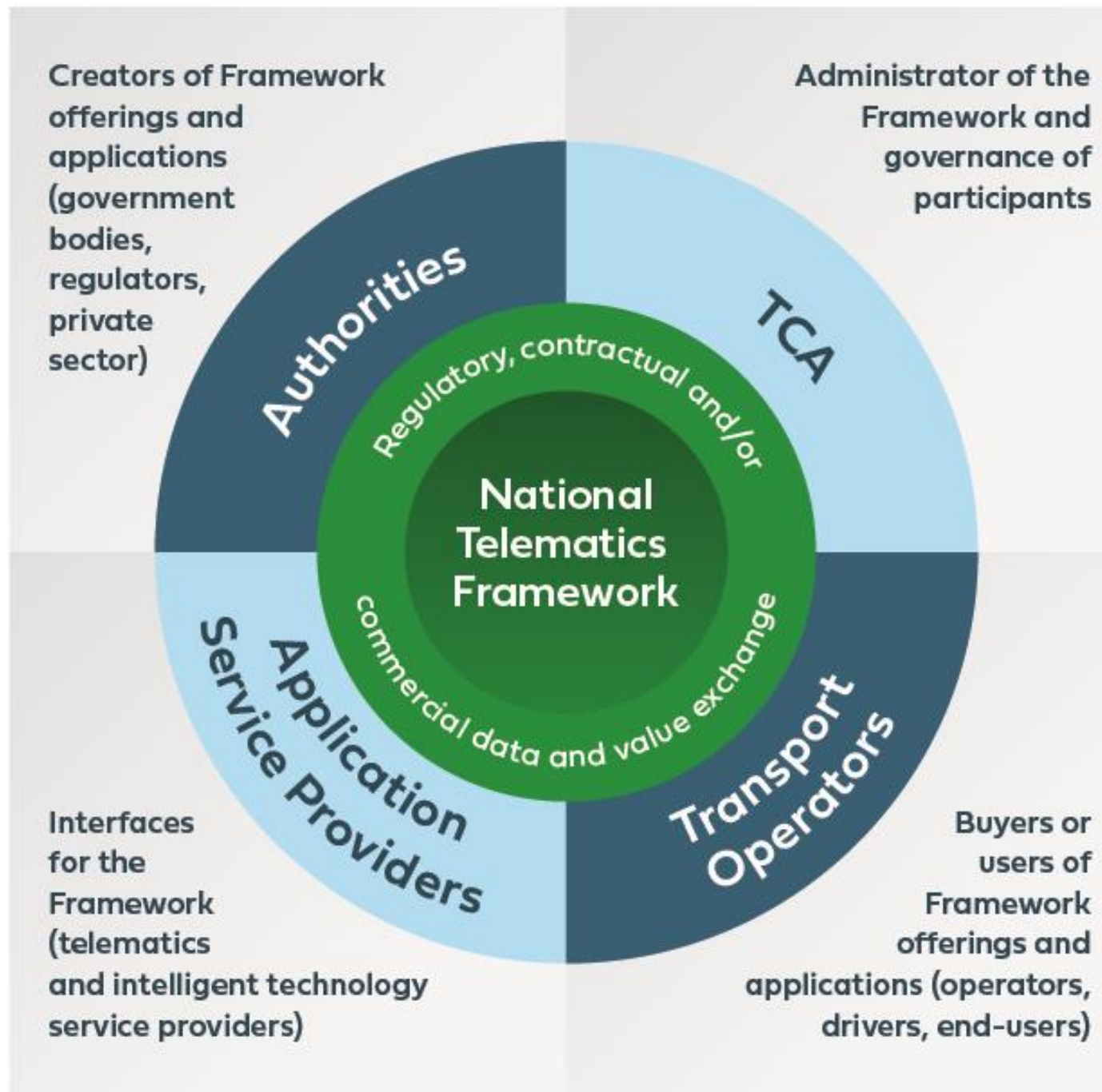


Agenda

1. Introductions and welcome
2. Overview of 2020
3. National Transport Commission (NTC) update
4. Road manager and regulator update
5. Australian Logistics Council (ALC) – a single freight data standard for Australia
6. Intelligent Mass

Introductions and welcome

- Besides hearing from guest speakers, a focus today is on the new Intelligent Mass feature of the National Telematics Framework
- There have been lots of developments which we will have a quick summary of, to outline how much progress has been achieved in 2020, despite the challenges of COVID-19, bushfires, floods and other issues



Highlights – new schemes

Application	Road Manager / Regulator	Scheme
Road Infrastructure Management (RIM)	Transport for NSW (+ NSW Freight Data Hub)	Safety, Productivity, Construction and Environment Transport Scheme (SPECTS)
		Port Botany Container Management Efficiency Scheme
		Over sized, Over mass vehicle monitoring
		Farm Gate and Harvest Management monitoring (<i>under development</i>)
Telematics Monitoring Application (TMA)	Department of State Growth (Tasmania)	Performance Based Standards (PBS) Vehicle Monitoring Scheme
		Special Purpose Vehicle Monitoring Scheme
	Transport for NSW	Higher Mass Limits
		Performance Based Standards vehicle monitoring
		Hill Descent Monitoring (<i>under development</i>)
		Livestock Loading Scheme
	Transport and Main Roads (Queensland)	Over-Size, Over-Mass Monitoring Pilot
	Main Roads Western Australia (MRWA)	Hill Descent Monitoring (multiple hills, Category 7 (A) AB-Triple combinations)

Other highlights of 2020

- **Intelligent Mass is now active**
 - Smart OBM Systems now type-approved
 - Victoria, Tasmania and NSW using Intelligent Mass (with Smart OBM systems) for conditions of access



How Australia is preparing for automated vehicles



National Transport Commission

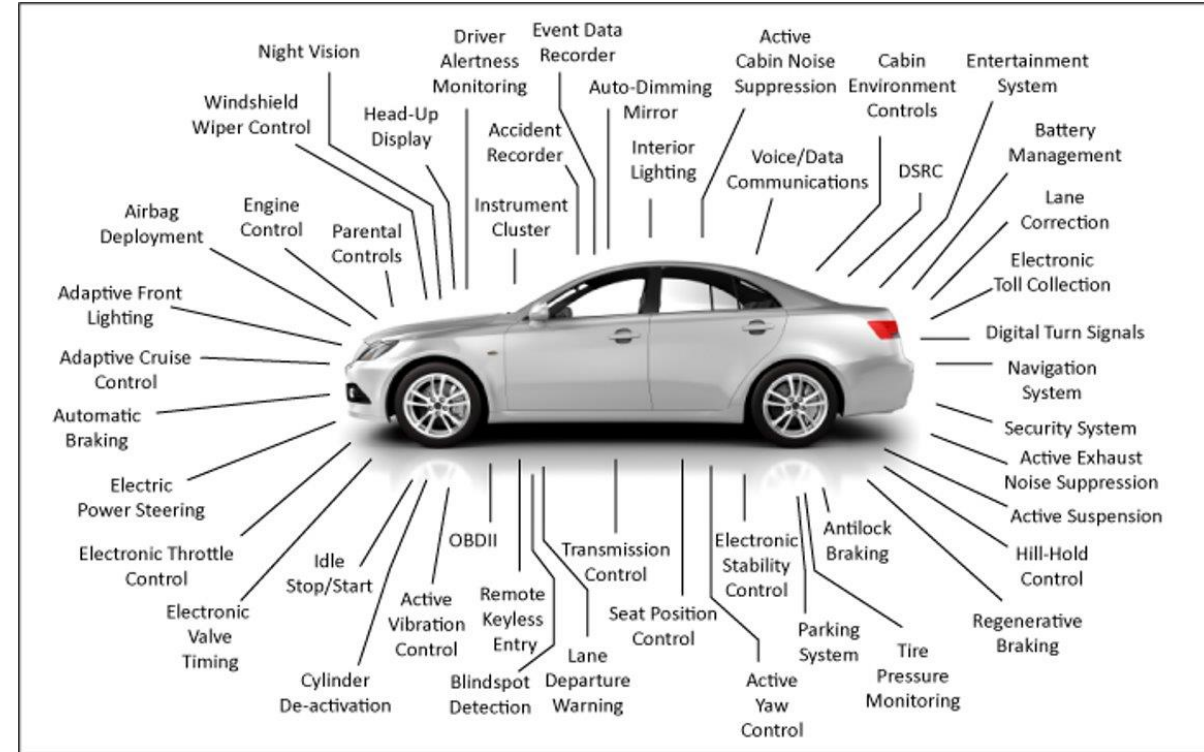
Marcus Burke – Executive Leader, Future Technologies

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Vehicle-Generated Data

Modern vehicles capture an increasing volume of data from a widening array of sensors.

Can governments use vehicle-generated data to improve road safety, network efficiency, investment and maintenance decisions?



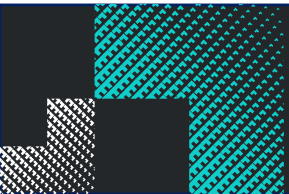


Vehicle-Generated Data

Great opportunities, but we are at an early stage – few vehicles are connected, data captured is not consistent, need to develop use-cases, data standards, data sharing agreements.

Strong support for further collaboration.

1. NTC and Austroads will establish a national government-industry working group on access to, and use of, vehicle generated data.
2. This will focus on the vision and principles for data sharing in Australia.



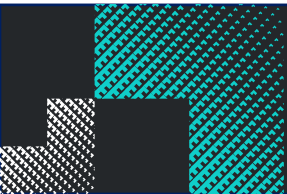


Heavy Vehicle National Law review

Technology and data

Technology and data

- The HVNL could recognise technology and data that can deliver safety and efficiency benefits.
 - A technology and data framework to support risk-based regulation
 - Could cover technology and data assurance, as well as data collection, handling and sharing requirements
 - Strict rules around data handling and using personal information would apply
 - Modernising documentation
 - Safe data sharing where it is valuable to do so, not just sharing data because it exists.



What could change

- **For jurisdiction agencies and the NHVR:**
 - Easier information exchange for regulating heavy vehicles
- **For operators and drivers:**
 - Less paper to carry
 - Easy to demonstrate compliance
 - recognition of commercial systems already being used by industry

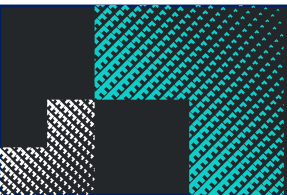
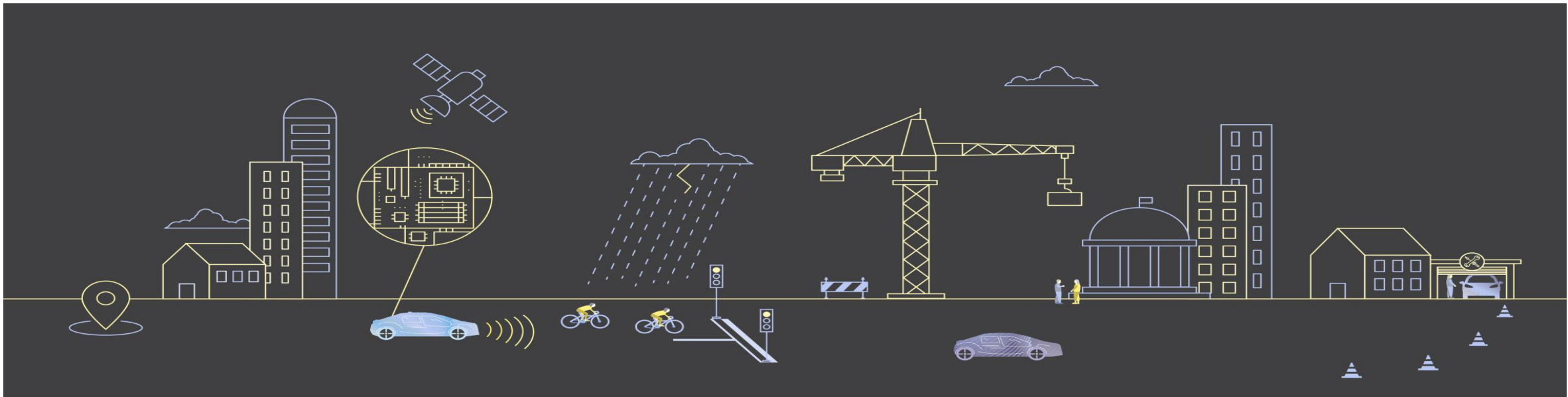


How it relates to you

- For truck drivers, this could mean:
 - Allowing all authorising documents to be produced electronically as an electronic document on a device or via an online link.
- For operators, this could mean:
 - Recognising existing systems already being used by industry.
- For road managers, this could mean:
 - Access to better data on the vehicles using their roads.



 Thank you



Road managers and regulator roundup



HPFV - OBM Requirements update

- The Victorian Telematics Framework will be updated for 2021.
- Smart OBM will now be a requirement for access to the HPFV network.
- IAP to TMA transition for HPFV s and Cranes (voluntary only)

Transition Period



There will be a transition period starting from 1 Feb 2021, and ending on 31 July 2021.



This transition period will give operators time to install type approved Smart OBM onto their fleet from registered suppliers.



From 1 August 2021 all operators accessing the HPFV network will need Smart OBM installed as a condition for access

What Smart OBM system is required?



- A Category B Smart OBM system that is Type-Approved by TCA will be required.



A Single Freight Data Standard For Australia

The first annual report for the National Freight and Supply Chain Strategy has highlighted the need for sharing data in a consistent manner



“Better freight location and performance data – progress towards the establishment of the National Freight Data Hub and the need for industry to share data in a consistent manner”*

This has led ALC to develop a policy to encourage the development of a common set of open data standards

*Source: <https://www.freightaustralia.gov.au/sites/default/files/documents/strategy-2020-annual-report.pdf>

The ALC vision – a single freight data standard with national and international application

Excerpt from the ALC Data Standard:*

6

- Government and industry should **establish a mechanism to develop a common data set**

7

- Due to the international nature of trade, the Australian Government should encourage the **development of a multilateral agreement to identify a common data set that could be developed for global trade**

*Source: <https://www.austlogistics.com.au/wp-content/uploads/2018/10/A-Common-Data-Set-for-our-Supply-Chain.pdf>

ALC has liaised with industry and Government to ensure the data standard is fit for purpose and delivers against industry needs



This collaboration has achieved a data standard that captures information in a uniform way that can be applied to a wide range benefits

1

Assist in the collection of statistics for government purposes

2

Provide a uniform data format that can be used for those wishing to enhance the visibility of freight in which they have an interest

3

Present information to road managers in a way that would facilitate decisions relating to access to routes by heavy vehicles

4

Assist compliance with legislation; and

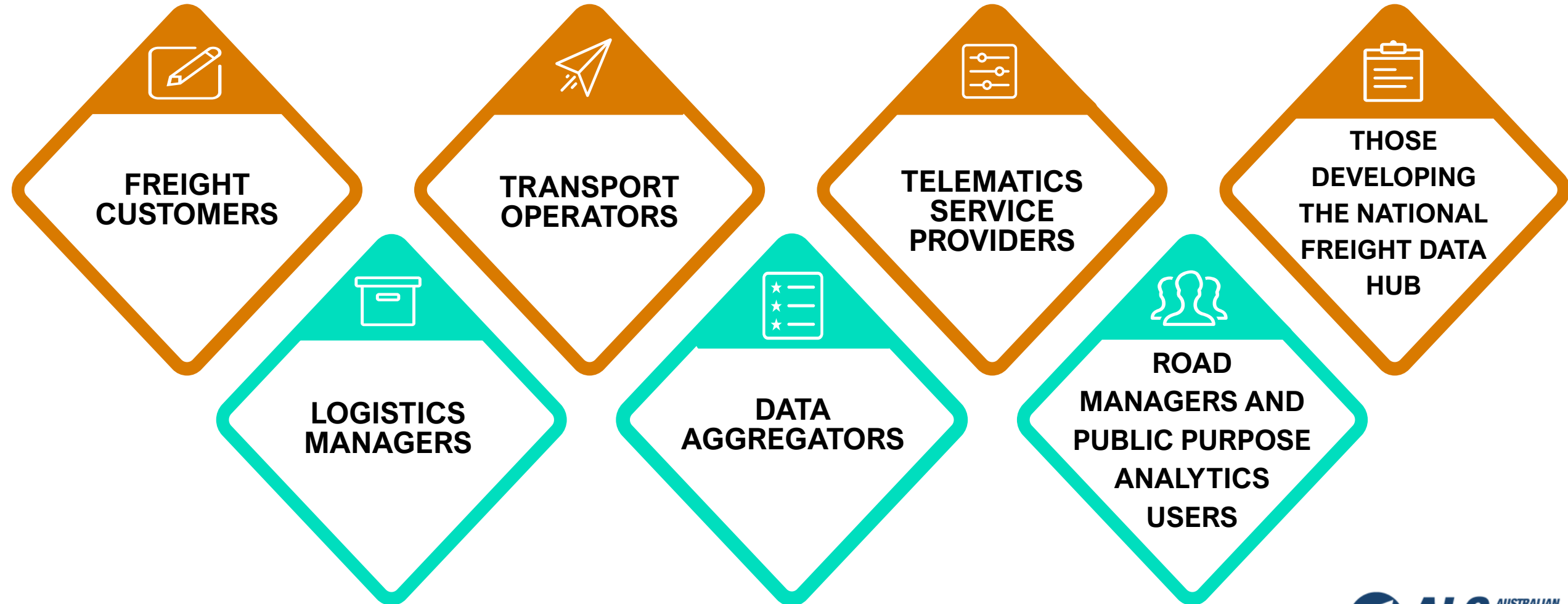
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Facilitate planning by both industry and governments



The data standard is designed to allow elements to be separated into data 'layers' which may be used independently or collectively, depending upon the needs of the user

The data standard is suitable to support the full a range of end-to-end supply chain users



The Standard can be found here:

https://www.austlogistics.com.au/wp-content/uploads/2020/12/ALC_A_Single-Freight-Data-Standard-for-the-National-Digital-Framework-FINAL.pdf

Contact: policy@austlogistics.com.au



Thank you

The Intelligent Mass feature

- Smart OBM systems (two type approved systems)
- Deployment in Tasmania and Victoria (with TMA) and NSW (grandfathering of Interim OBM)
- Initial data delivery model
- Visualisation and data analysis to follow.

Questions?



Thank you

Further info at:
tca.gov.au