Telematics Industry Group Forum

Formal meeting commencing at 2.30pm

Hosted by

Transport Certification Australia

14 May 2021

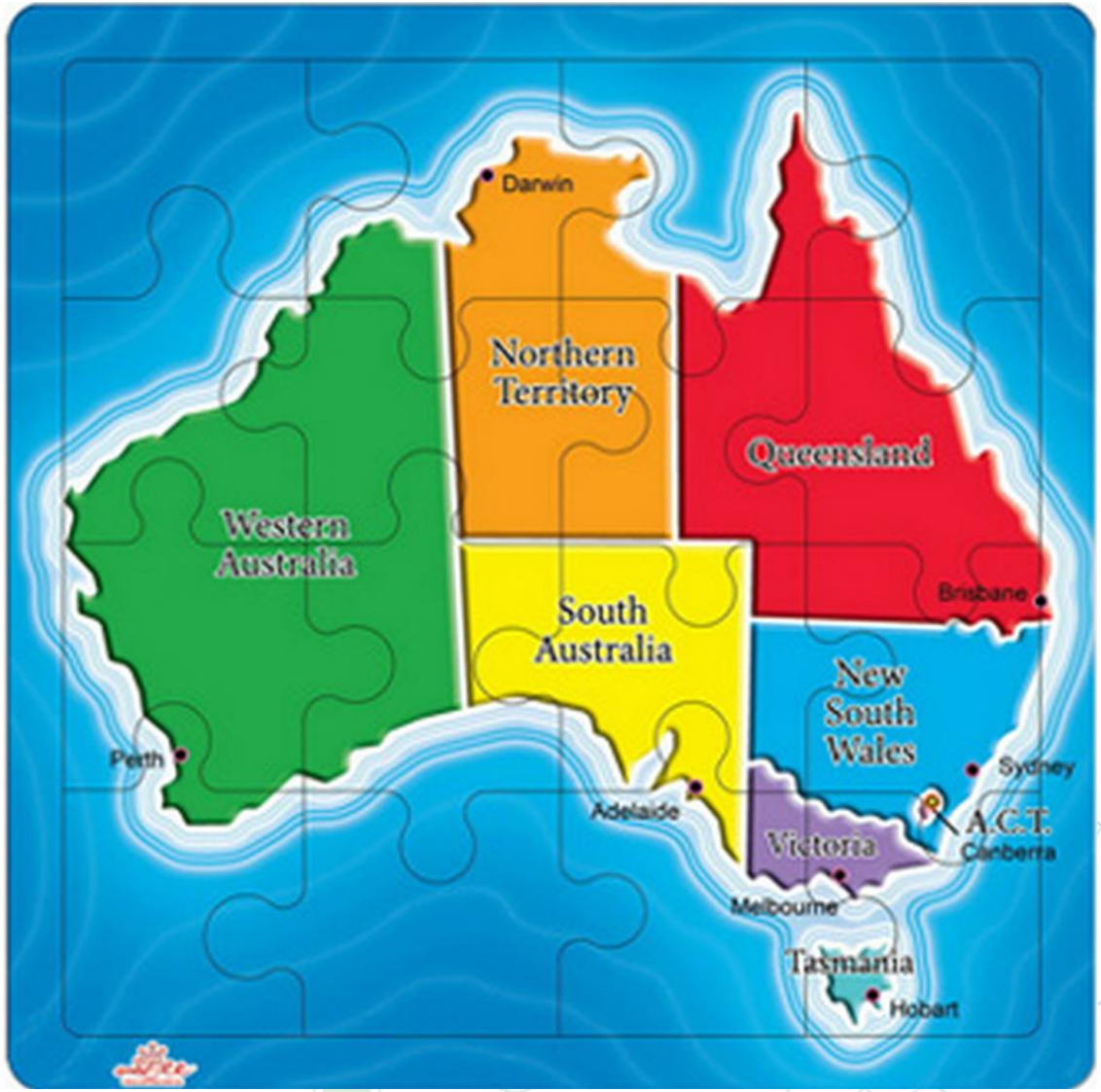
Agenda

1. Introductions and welcome
2. Latest developments from around the country
3. Roll-out of Smart OBM – what you need to know
4. An industry led standard for data exchange
5. An industry perspective: technology and data initiatives
6. National Freight Data Hub
7. Emerging areas of focus

Introductions and welcome

- Welcome to the 2021 Telematics Industry Group
- Please be respectful of others, observe social distancing and other COVID-Safe requirements, and stay healthy.
- We have a range of speakers and attendees both in person and on-line.

Latest developments from around the country



HPFV - OBM Requirements update

- The Victorian Telematics Framework has been updated.
- 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?

tca | Type-Approved™
Smart OBM System (Category B)

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

Key details and reference links

From 1 May 2021, HPFV's are required to install a Smart OBM system to operate.

Full implementation to occur by 1 November.

Both Mobile crane and HPFV operators will have the option to retain their IAP enrolment, or switch to TMA enrolment for location monitoring. Same for newly enrolled vehicles.

- Information for Transport Operators
- HPFV scheme information (including DoTV links)
- Smart OBM and Smart OBM information resources

Highlights – new schemes (web link)

Application	Road Manager	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
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 and Emergency Access Scheme
		Livestock Loading Scheme
	Department of Transport (Victoria)	HPFV's with Smart OBM (with TMA or IAP) Mobile Cranes with TMA (or and IAP)
	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)

Roll-out of Smart OBM

What you need to know

A Smart OBM system, is an On-Board Mass system that has been approved by TCA to Category B or C – it can collect and transmit standardized data to TCA.

May be type-approved, or approved for operation within a single organization.

A Smart OBM System must be paired with a Certified Application Service Provider to transmit data to TCA. Make sure any system you install is paired with your preferred Service Provider.

An approved OBM system needs to be calibrated in line with the method proposed and approved in the Type-approval.

- TCA doesn’t impose any specific regime of calibration – check with the system manufacturer.

The roles of ASPs and suppliers of Smart OBM systems are distinct

- Vehicle monitoring, receipt and transmission of mass data & associated records to TCA
- Installation, calibration, maintenance – OBM supplier
- The pairing of the two systems and collective output is Smart OBM

ALC AUSTRALIAN LOGISTICS COUNCIL

SUPPLY CHAIN EFFICIENCY AND SAFETY

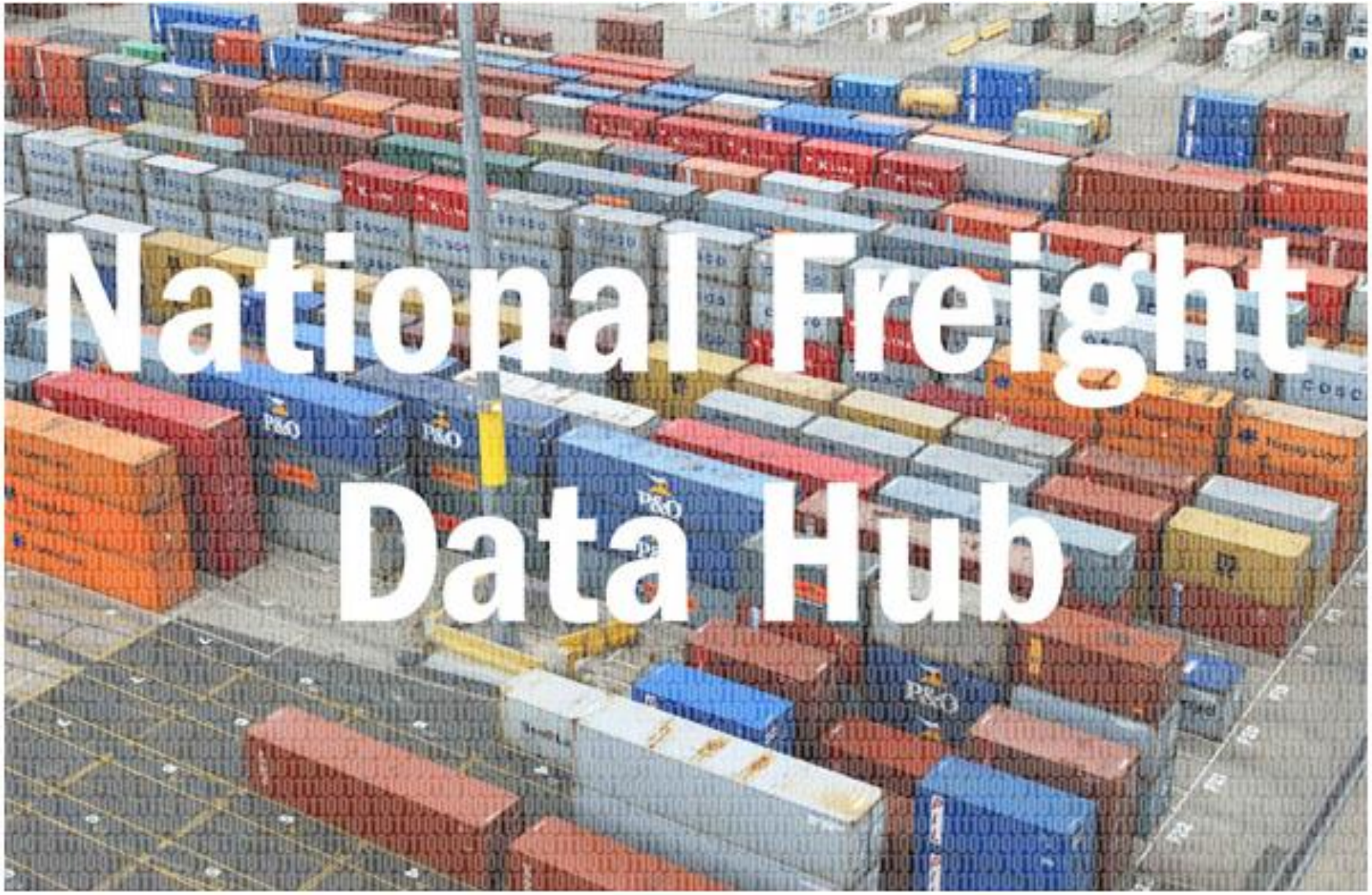
A Single Freight Data Standard For Australia

Click here

An industry perspective: technology and data initiatives

Paul Pulver,
President,
Livestock and Bulk Rural Carriers Association,
NSW.

A National Freight Data Hub



Emerging areas of focus

Near real-time data for traffic optimisation, congestion monitoring, specific vehicle route planning, and research

Two-way data flows:

- Data on vehicle speeds, density, queue times etc to road managers
- Data on traffic lows, journey reliability, congestion, rest area availability and queue times back to operators

TCA facilitating machine readable RAV maps for telematics providers to support in-vehicle routing to legal networks.

Talk to us about joining with our current pilots and proofs-of-concept.

Questions?

Thank you

Further info at:

tca.gov.au