Telematics Industry Group Forum

Hosted by

Transport Certification Australia

29 September 2021

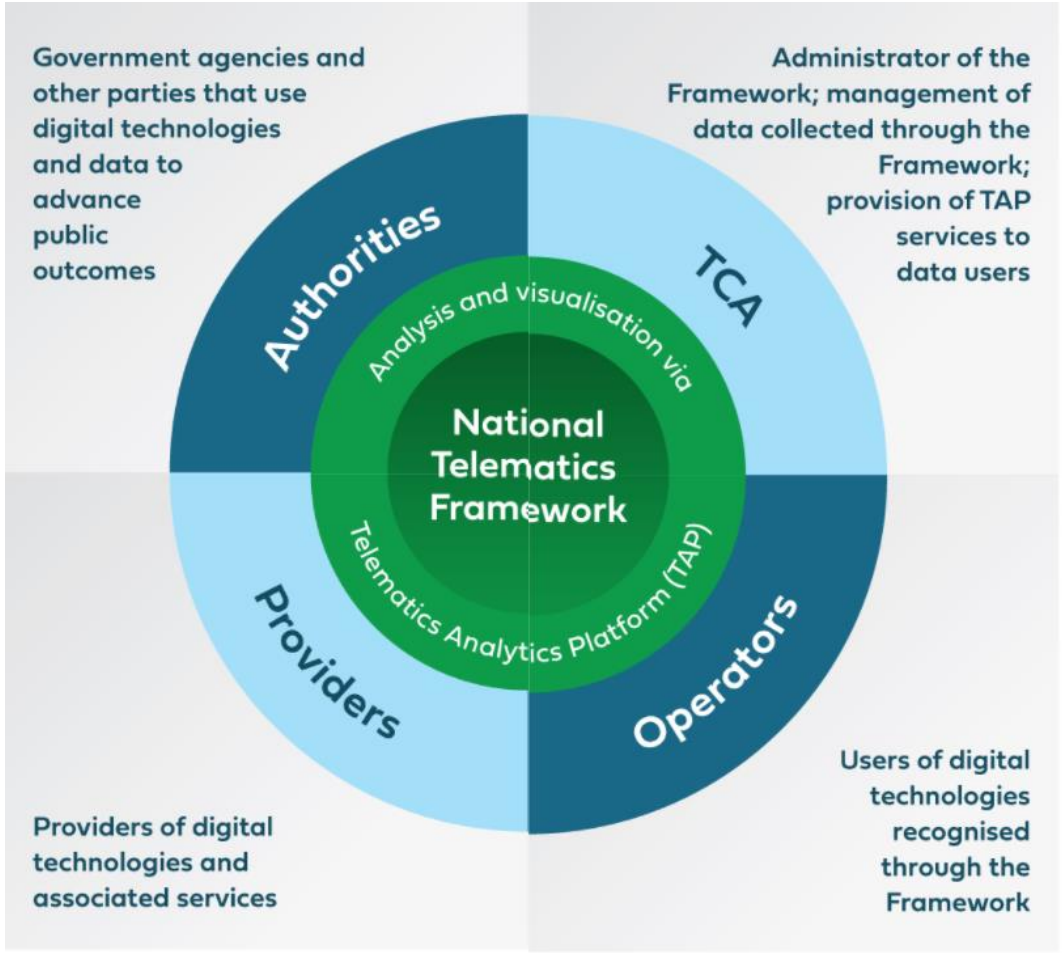
Introductions and welcome

- Welcome to the September 2021 Telematics Industry Group
- Please be respectful of others, raise your hand to ask questions or make comments, and keep your microphone muted when not speaking.
- We have a range of speakers and attendees from around Australia and some exciting developments.
- We will be recording the meeting for those who can’t attend.

Agenda

1. Welcome
2. National Transport Commission (NTC) update
3. Latest developments from around the country
4. Smart OBM – managing deployments
5. Dynamic turn-by-turn route guidance (for RAVs)
6. TMA Live pilots

National Telematics Framework



tca.gov.au/ntf

An Australian export to the world…

APPLYING A RISK-BASED APPROACH TO ROAD ACCESS TELEMATICS

GAVIN HILL
General Manager Strategy and Delivery Transport Certification Australia (TCA), Melbourne

SCOTT GREENOW
Director Operations, Freight Customer Strategy and Technology Transport for New South Wales (Transport for NSW), Sydney

Abstract

The safe and efficient movement of freight on public road networks is crit
productive movement of goods and produce and the functioning of an eco
management of vehicles operating under restricted access arrangements, wh
special purpose vehicles, multi-combination configurations and higher productivi
has relied on traditional methods of managing (and monitoring) access to the road

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Keywords:
Infrastructure

作者/Author
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EVOLUTION OF INTELLIGENT ACCESS IN AUSTRALIA – A CASE STUD STAKEHOLDER ENGAGEMENT

GAVIN HILL
General Manager Strategy and Delivery Transport Certification Australia (TCA), Melbourne

JOHN GORDON
Manager Strategic Development Transport Certification Australia (TCA), Melbourne

Abstract

During 2018 Australia's Transport Ministers directed Transport Certification Australia (
to identify and lead improvements to Intelligent Access arrangements in Australia.

Since it first became operational and available in 2008, the Intelligent Access Program
has become an essential component of Australia's heavy vehicle regulatory framework
now widely used by road infrastructure managers and regulators to balance produc
infrastructure and safety outcomes.

A founding concept of the IAP was to use digital technology and data to provide
assurances that 'the right truck is on the right road'. By using a combination of the
Navigation Satellite System (GNSS), the Global System for Mobile communications (
and other Information and Communication Technologies (ICT), the IAP was design
identify and report on situations where a vehicle has travelled on parts of the road netwo
which it has not been approved. The IAP's emphasis on exception-based reporting
manage infrastructure and safety risks by managing compliance with road transport law.

Different kinds of Intelligent Access were identified during stakeholder engageme
provide different kinds of data and reporting. In response, new variants of Intelligent A
known as Road Infrastructure Management (RIM) and the Telematics Monitoring Appli
(TMA), have been introduced in Australia. The paper highlights the importance of ke
abreast of changing needs and demands from stakeholders, and how strong engagement
and support from, stakeholders can accelerate the implementation of otherwise challe
reforms.

Keywords: Heavy Vehicles, Asset Management, Digitalisation, Regulatory Frame
Traffic Management, Road Infrastructure Utilisation, Stakeholders, Intelligent Access.

TRUCKS MATTER! SUPPORTIVE REGULATORY AND COMPLIANCE FRAMEWORKS TO EXTEND THE LIFE OF ROAD ASSETS

GAVIN HILL
General Manager of Strategy and Delivery at Transport Certification Australia (TCA).
Obtained an Honours Degree in Economics, and a Masters Degree in Public Administration from the Graduate School of Government at the University of Sydney.

JOHN DE PONT
Director of Engineering Research at TERNZ.
Obtained B.Sc, B.E.(hons) and M.E. from University of Auckland and PhD from Cambridge University.

PAUL NORDENGEN
Obtained his PhD in the area of PBS for heavy vehicles in 2013. He has been involved in the development of various infrastructure asset management systems in various countries in Africa.
IFRTT Board Member and Past-President.

Abstract

Transport agencies in both developed and developing economies face problems with ageing
infrastructure and budgetary constraints. Furthermore, competition for scarce public
resources often inhib

THE PROMISING EVOLUTION OF INTELLIGENT ACCESS: FRO TO EUROPE

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BeCat Ben Consultancy in automotive and transport, Stockdorf.

KAREL KURAL
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LOES AARTS
Senior Advisor, Ministry of Infrastructure and Water Management, Utrecht.

Abstract

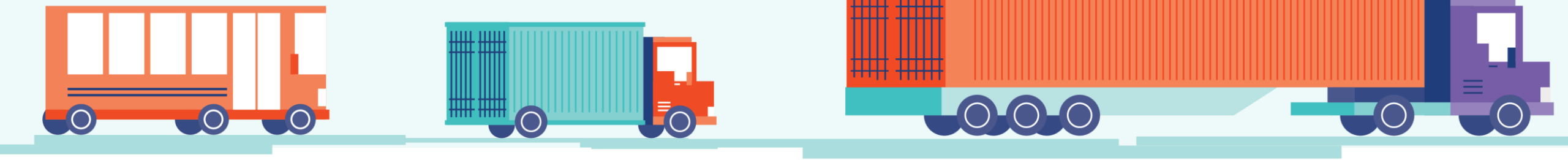
This paper considers the diversity of applications for Intelligent Access
capability of intelligent regulatory systems as well as the economic and oth
applications bring to road network management and the transport task. The ex
the continuing evolution of approaches to Intelligent Access. Drawing on th
European experience the paper considers what lessons might be applied to fu
implementation of regulatory arrangements to drive greater environmental
efficiencies in the transport sector using Intelligent Access. An importa
analysis is identifying the main parties involved in progressing the d
implementation of Intelligent Access systems. Understanding the interes
influences the direction and design of future policy and regulatory reform.

Keywords: Vehicle-infrastructure communications; Efficient transport;
reduction; Enforcement strategies; Infrastructure and space planning

HVTT17 – book it in your calendars!

National Transport Commission

Leading change



Heavy Vehicle National Law

Implementation Update | 2021-23

Our goal

Minimise harm through all components that make up the journey

A vision for a better law

Safe drivers

- Fit for work
- Authorised
- Alert
- Operating safely

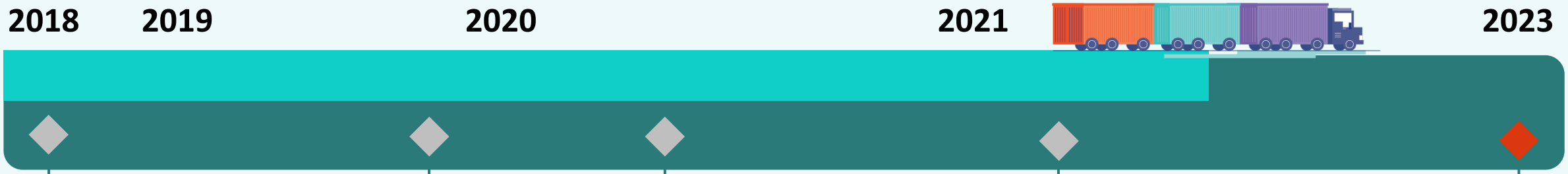
Safe, efficient vehicles

- Authorised
- Safely loaded
- Meets standards
- Roadworthy

Suitable routes

- Mass and dimension
- Public safety
- Productive and safe use of road infrastructure

Where are we in the process?



Nov: Ministers approved Terms of Reference

Mar – Oct: Consultation on 7 issues papers

Nov – Dec: Workshops identified potential policy options for the RIS

Jun: Consultation RIS and *HVNL 2.0* published

Jul – Nov: Consultation on RIS

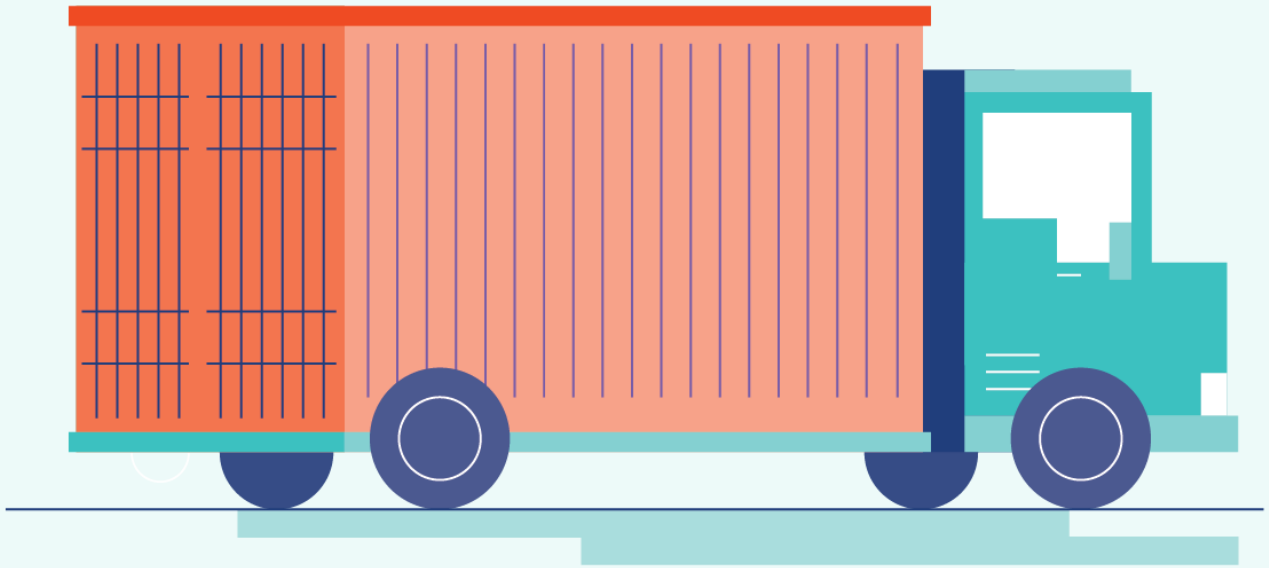
May: Ministers approved implementation program of work

2021-23: Working groups, drafting laws and implementation

Mid 2023: Ministers to consider final draft legislation

What's next for the Heavy Vehicle National Law?

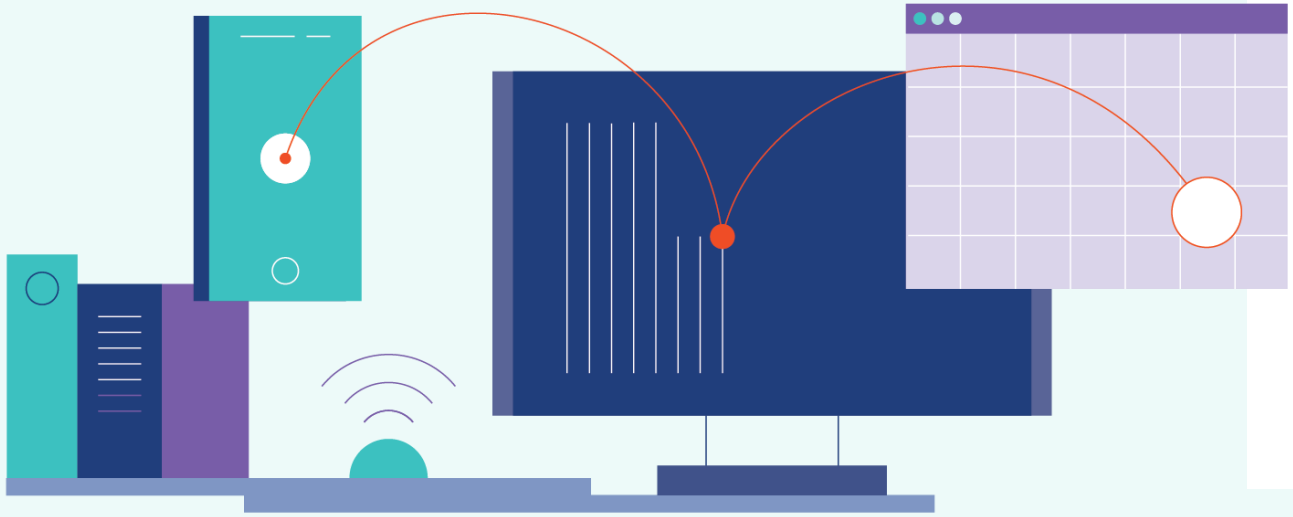
Our implementation activities will cover six key areas.



- Assurance (accreditation)
- Technology and Data
- Duties
- Fatigue management
- Vehicles and Access
- Legislative approach

Technology and data

We'll be working on these key items from now until mid-2022.



- Data & technology assurance framework
- Establishing roles and responsibilities
- Models and levels of assurance
- Privacy and data protection for government/regulator use of vehicle generated data
- Prioritised technology and data sets

Key focus - Nov 2021 and May 2022

1. Legislative architecture of modernised, tiered HVNL
2. Architecture of risk-based operator assurance
3. Technology and data framework to inform digital infrastructure
4. New tiered fatigue requirements
5. Ambitious access scope to support and improve productivity

National Transport Commission

Contact

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Latest developments from around the country

HPFV - OBM Requirements update

- Smart OBM is now a requirement for access to the HPFV network in Victoria and for specific vehicles in NSW.
- IAP to TMA transition for HPFVs and Cranes (voluntary only) in Victoria

Transition Period

There is a transition period that started from 1 Feb 2021, and ends on 31 October 2021.

This transition period was designed to give operators time to install type approved Smart OBM onto their fleet from registed suppliers.

From 1 November 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.

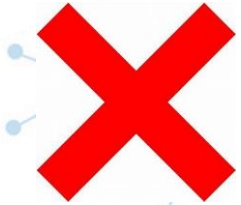
Smart OBM – managing deployments

- The first Smart OBM deployments are now underway:
  - High Productivity Freight Vehicles (HPFVs) in Victoria
  - Performance Based Standards (PBS) vehicles in Tasmania
- Smart OBM is also being introduced in for NSW for specific vehicles
- Some ‘fake news’ has crept into the dialogue amongst stakeholders, so let’s dispel some myths from the facts…

Roll-out of Smart OBM

Myth #1:

Transport operators only need to have a
Smart OBM fitted to their vehicles to meet requirements



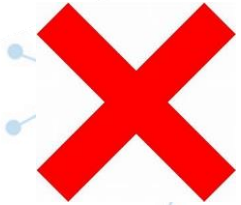
Fact #1:

Transport operators need to have Smart OBM systems **fitted and "paired"** with a certified service provider

Roll-out of Smart OBM

Myth #2:

Vehicles already fitted with an OBM system don’t need to do anything for Smart OBM



Fact #2:

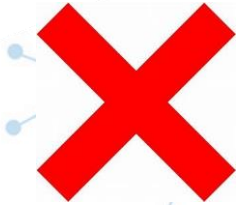
Vehicles need to be fitted with a type-approved Smart OBM system (Category B or C)

Depending on what’s already installed, existing OBM systems *may be upgradable* to Smart OBM

Roll-out of Smart OBM

Myth #3:

TCA prescribes 6 monthly calibrations for Smart OBM systems



Fact #3:

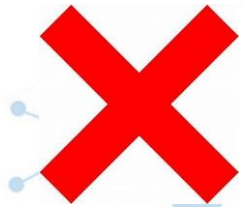
The frequency of calibrations is determined by the suppliers of Smart OBM systems (not TCA)

TCA recognises the recommended calibration frequency (from the supplier) through type-approval

Roll-out of Smart OBM

Myth #4:

Calibration records need to be sent to jurisdictions and TCA



Fact #4:

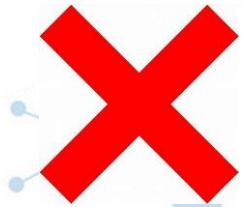
Calibration records need to be retained by the OBM supplier

TCA may request calibration records via the certified ASP as part of its oversight and audit of ASPs

Roll-out of Smart OBM

Myth #5:

Existing arrangements between ASPs and OBM suppliers are automatically recognised by TCA



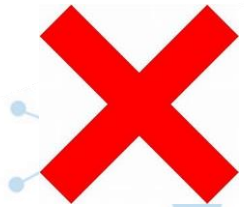
Fact #5:

All “pairings” between OBM suppliers and certified ASPs need to be formally recognised by TCA

Roll-out of Smart OBM

Myth #6:

Category A type-approved OBM systems are recognised as Smart OBM



Fact #6:

Category A type-approved OBM systems **are not** Smart OBM systems

Only Category B or C type-approved OBM systems are recognised as Smart OBM systems

Dynamic turn-by-turn route guidance (for RAVs)

TCA is working with road managers to facilitate the provision of machine readable RAV maps through the NTF for application services providers.

These maps will support in-vehicle routing to legal networks.

TCA is establishing a nationally consistent approach for updates to machine readable RAV maps.

If you're interested in being part of a pilot, contact David Rowe (davidr@tca.gov.au)

TMA Live pilots

Proof-of-concept projects to collect, standardise, visualise and allow for the transmission of near-real time data to road and infrastructure managers.

Two-way ecosystem to create value for road transport operators and service providers.

Safety alerts for example near rail level crossings and low clearance bridges or tunnels as key safety case.

If you're interested in being part of a pilot, contact David Rowe (davidr@tca.gov.au)

Questions?

Thank you

Further info at:

tca.gov.au