FARM GATE ACCESS

A case study in the value of telematics

TELEMATICS IS CHANGING THE WAY ROAD ACCESS IN OUR REGIONS IS BEING MANAGED

Telematics is enabling the safe and legal access for higher productivity vehicles travelling on low volume roads. The Farm Gate scheme uses telematics to benefit local farmers, businesses, local government and the community.

Enrolling in Farm Gate allows operators to transport freight on local road networks under Notice in High Productivity Vehicles (HPV), reducing the need for traditional access permits.

Used in conjunction with the Road Infrastructure Management (RIM) application, road managers can get valuable road access reporting through TCA's Telematics Analytics Platform (TAP).

The key benefits of Farm Gate Access are:

- Enabling the use of more productive vehicles to safely transport grain and livestock from the farm gate to market, meaning fewer trips for the freight task.

- Reducing red-tape for farmers and transport operators by reducing the need for access permits.

- Increasing visibility for participating local government HPV movements across their road network to support infrastructure planning, maintenance and funding applications.

- Providing resources for participating local government to support decision-making about access for HPVs.

Want to know how you can sign on the Farm Gate Access? Visit the **Transport for NSW website**.

WHAT IS FARM GATE?

Farm Gate is a NSW Government initiative that enables safe and compliant access for high productivity vehicles travelling on low volume council roads.

It uses the low-cost Road Infrastructure Management (RIM) application of the National Telematics Framework to benefit local farmers, businesses, participating local governments and the community.

The RIM application works with telematics already fitted to a vehicle – or if you don't already have one, there's a variety of low-cost offerings available on the market.

Telematics is the integrated use of Information and Communication Technologies (ICT) to transmit, store and receive data from remote objects. Farm Gate leverages the use of telematics to deliver improved outcomes and insights.

As an initiative developed jointly by the NSW Government, local governments and industry, Farm Gate introduces conditional area-wide access HPVs transporting grain and livestock on local roads in participating local government areas.

Why should I enrol?

Enrolment in the RIM application is a requirement of Farm Gate, and is a requirement of the following notices published on the **National Heavy Vehicle Regulator (NHVR) website**:

- NSW Class 3 Livestock Transportation Exemption Notice
- NSW Class 3 Grain Harvest Management Scheme Mass Exemption Notice.

The enrolment process is simple. Find out how – visit **tca.gov.au/rim.**

What vehicles are eligible to enrol in Farm Gate?

Semi-trailer combinations

B-Double combinations

Road Train combinations including:

- Type 1 A-Double Road Train (up to 36.5 m)
- Modular B-Triple Road Train (up to 35.0 m)
- B-Triple Road Train (up to 36.5 m)
- AB-Triple Road Train (up to 36.5 m).

For more information on Farm Gate, check out the Transport for NSW **Farm Gate Access Factsheet**.
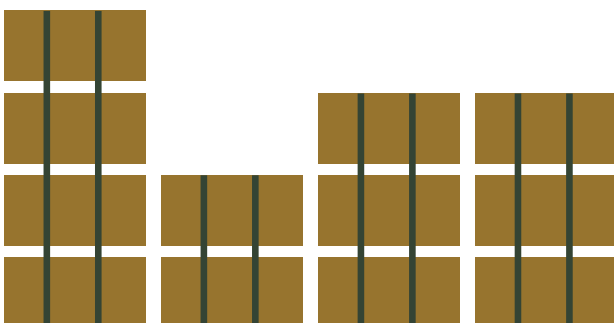
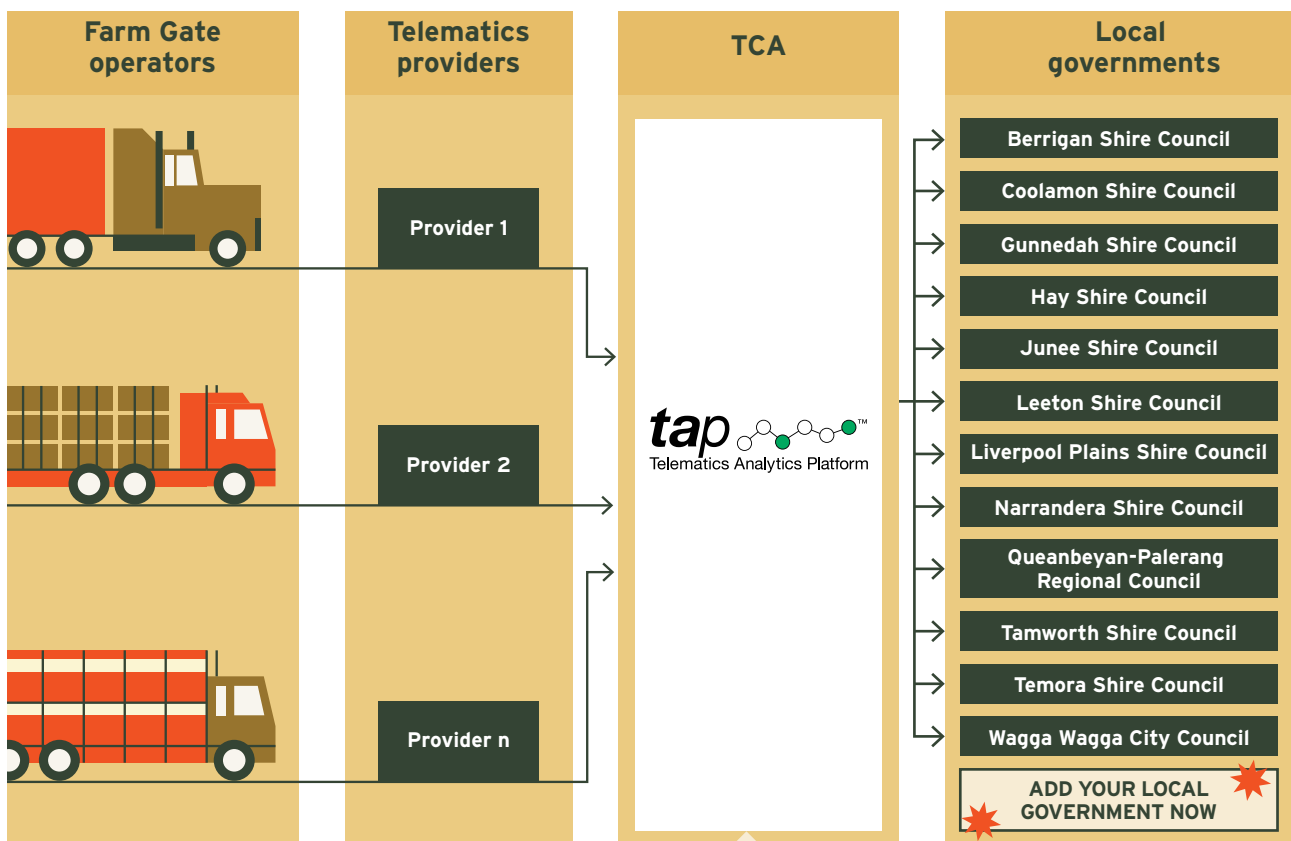# HOW DOES FARM GATE WORK?

It's a simple three step process.

■ Farm Gate vehicles are monitored by telematics providers.

■ Data collected by telematics providers is then anonymised and aggregated by TCA.

■ Finally, visualisations on Farm Gate movements on local roads are presented to local governments via the Telematics Analytics Platform (TAP).

There's no need to apply for a permit in a participating local government area. You just need to:

1. Have your vehicle fitted with a telematics device (if you don't already have one)

2. Enrol in the RIM application

3. Meet other requirements of the relevant notice relating to the NSW Livestock Loading Scheme or Grain Harvest Management Scheme for vehicles operating on the Farm Gate Network.

4. Speak to your telematics service provider to let them know you are operating under Farm Gate.

Other than the costs of your telematics device and service, there are no costs associated with the Farm Gate initiative.

Farm Gate operators	Telematics providers	TCA	Local governments
	Provider 1		Berrigan Shire Council
			Coolamon Shire Council
			Gunnedah Shire Council
			Hay Shire Council
			Junee Shire Council
	Provider 2	**tap** Telematics Analytics Platform	Leeton Shire Council
			Liverpool Plains Shire Council
			Narrandera Shire Council
			Queanbeyan-Palerang Regional Council
			Tamworth Shire Council
	Provider n		Temora Shire Council
			Wagga Wagga City Council
			ADD YOUR LOCAL GOVERNMENT NOW

Provides de-identified analytics:

- travel on local and state roads
- first and last mile activity
- data showing where investment might be needed
- evidence for funding applications
- informed decision-making to respond to community concerns.

WHO'S USING FARM GATE?

Paul Pulver, President LBRCA

The NSW Farm Gate Access Network is reducing regulatory burden and red tape by using telematics.

Originally conceptualised by the Livestock, Bulk and Rural Carriers Association (LBRCA), Farm Gate allows operators to transport freight on local road networks under Notice in High Productivity Vehicles (HPV), reducing the need for traditional access permits.

Central to the operation of Farm Gate is the Road Infrastructure Management (RIM) application.

RIM provides road managers with the ability to view aggregated and de-identified vehicle movement reporting, through the Telematics Analytics Platform (TAP) – that Transport Certification Australia (TCA) provides.

It's really pleasing to see local governments appreciate the benefits of TAP, and how they can better understand the movement of vehicles across their networks from the availability of telematics data reporting.

LBRCA is proud to be a part of this initiative. The NSW Farm Gate Access Network will increase productivity and economy of task for transporters and deliver strong safety benefits for local communities by reducing the number of freight movements and reducing the cost of business.

Less road movements, less pollution, lower operating costs equals safer roads, better loads and less red tape!

Photo of Paul Pulver

Photo of Jim Riordan

Jim Riordan, Riordan Transport

We've put 15 vehicles in Farm Gate.

What Farm Gate means for me

Farm Gate is a way of linking access to on-farm storage, to or from existing truck access networks i.e. the NSW road train network at Grain Harvest Management Scheme or Livestock Loading Scheme masses.

Because it uses telematics, Farm Gate also provides a way to share vehicle movement information with local governments and road managers, so they can better understand where heavy vehicles are using their networks. This sharing allows a targeted approach to allocate funding to high traffic roads, intersections and bridges to help maintain or improve them, and to allow greater load carrying ability that consequently increases freight movement efficiencies.

Such efficiencies and informed decision-making give local governments and road managers greater confidence that they can manage and sustain their road networks, and develop strategies to handle greater weight-carrying vehicles that are built in the future.

Why Farm Gate?

Farm Gate helps us to manage how we use our High Productivity Vehicle (HPV) fleet on local roads using telematics.

It enables broad access to local road networks to facilitate end-to-end journeys under Notice.

What works well

We are fully supportive of telematics data sharing because it's aggregated and anonymised before it goes to local governments, road managers and Transport for NSW – it helps to continually improve and develop the existing road networks that we use now and into the future.

What I'd like to see in the future

I'd like to see a broader roll-out of the use of telematics to enable improved access across NSW. The principles of Farm Gate should become the standard operating guideline to on-farm storage access and, ideally, across other jurisdictions as well.

Farm Gate should also be rolled out to all transport vehicles beyond the grain and livestock task that use these roads, including those by farmers and primary producers.

This will help build the usefulness of Farm Gate for local governments.

> We need to ensure that Farm Gate is supported by the largest possible number of local governments, road managers and transport operators enrolled in the system, so that data collected through Farm Gate represents a true reflection of vehicle movements occurring on local roads.

Photo of Jeremy Horne

Jeremy Horne, Horne Ag Logistics

We've put 4 vehicles in Farm Gate.

We also encourage our operators to join as well. The kind of vehicle combinations we're operating in Farm Gate are A-Doubles and B-Doubles.

What Farm Gate means for me

Farm Gate is helping us to gain access to local roads using the Road Infrastructure Management (RIM) application.

It also makes sure we're legally compliant on local roads, without needing to get permits from participating councils.

Why Farm Gate?

It gives us network wide access to local roads in participating council areas.

We've added Farm Gate as an additional way of gaining access on roads. It builds upon the traditional use of notices and permits.

What works well

The seamless activation of telematics with our service provider has worked really well.

And, while we currently don't often travel in the councils which have participated in Farm Gate so far, when we do, we've been able to take advantage of the open access granted on their local roads instead of having to pursue a permit for a one-off occasion, or for very minimal use. This can be very advantageous. Take, for example, a truck in the Grain Harvest Management Scheme or the Livestock Loading Scheme – when there is bad weather and a truck has already left the port of origin loaded at Higher Mass Limits (HML) weights, the truck can be re-diverted to a different destination.

What I'd like to see in the future

I'd like to see more councils participating in Farm Gate, including the local government in which we are based (Hillston, within Carrathool Shire).

And, because of the areas in which we commonly operate, it would be great if all other shires in the Riverina participated as well.

I believe that Farm Gate can help change the way that councils grant access to their networks, and could shift their reliance on permits to the use of telematics data instead.

Our vehicles need numerous operating permits and combination approval permits, and then a long continual list of individual specific route permits. Anything we can do to minimise required permits and streamline the process is a great result.

> I believe Farm Gate should allow satellite-tracked certified Performance-based Standards (PBS) High Productivity Vehicles (HPVs) to operate at HML across all local roads – and not be limited to the mass limits applied through the Grain Harvest Management Scheme.
>
> Any major route issues, such as insufficient bridge structures, could be identified and prohibited for use. Rural transporters would respect this clause.
>
> If we were allowed to load to HML weights, this would generate more demand for Farm Gate from regional transporters throughout the state, and provide local governments with better visibility of vehicle movements. This could offset any additional risks that come with HML loads.
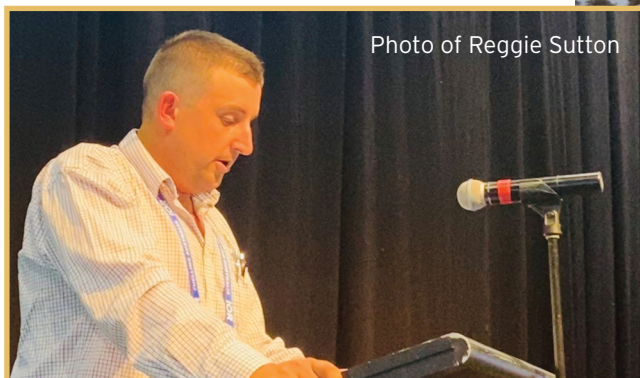
Photo of Reggie Sutton

Reggie Sutton, LBRCA Vice President

Safework NSW Young Driver of the Year 2015 (Inaugural Recipient)

We have B-Double & Type 1 Road Train vehicle combinations operating in Farm Gate.

What Farm Gate means for me

Farm Gate allows me to access local roads without needing permits.

Telematics provides greater flexibility, and less administrative burden.

Why Farm Gate?

Getting network-wide access to local road networks is the key benefit of Farm Gate. It means I don't have to keep applying for permits.

And not only that, Farm Gate means I don't have the administrative burden of dealing with permit requests, and all the back and forth that this involves, including waiting up to 28 days for approvals.

Farm Gate reduces the cost of moving freight, providing significant savings to both my operating costs and my customers.

For someone who spends their working life in and around heavy vehicles, telematics is providing a way to reduce red tape – and that is a good thing.

What works well

I've been able to use Farm Gate in Temora Shire.

While I've not had many opportunities to travel in the Temora Shire over recent months, I've been able to appreciate the benefits of Farm Gate.

Temora is a forward-thinking local government which understands heavy vehicles, and proactively works with industry on initiatives like Farm Gate that use aggregated and de-identified data collected through telematics.

What I'd like to see in the future

Getting more local governments on board to support Farm Gate, by opening local road networks in their shires, is critical.

This is the biggest hurdle I think we face, but one that's worth all of us tackling together.

But by working together with local governments, we can demonstrate the value of Farm Gate by giving them assurance that transport operators are using their road network legally and safely.

It would be disappointing if Farm Gate wasn't able to move forward because of a lack of understanding or appreciation of the far-reaching benefits by local governments.

The first six local governments have led the way with Farm Gate and should be congratulated for getting this initiative moving, and recognising the value of telematics.
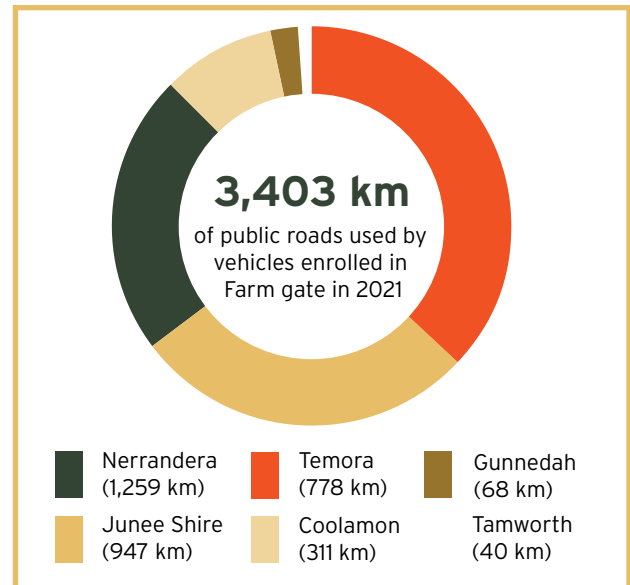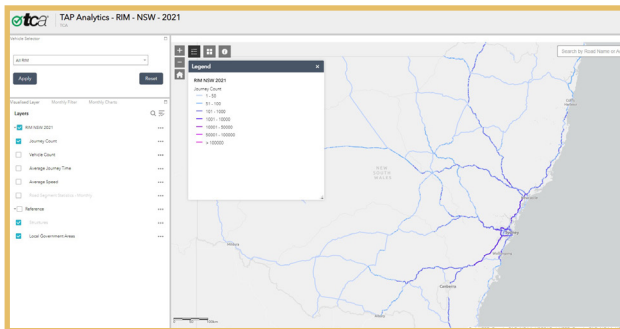
> For decades industry and local governments alike have been searching for a solution to first and last mile access constraints on local roads. This has been achieved with Farm Gate.

WHAT FARM GATE IS TELLING US...

INSIGHT #1

The value of de-identified data

Local governments can see de-identified and aggregated data on the movement of vehicles enrolled in Farm Gate to assess impacts on local roads, and better understand the first and last mile requirements of transport operators servicing primary producers in NSW.
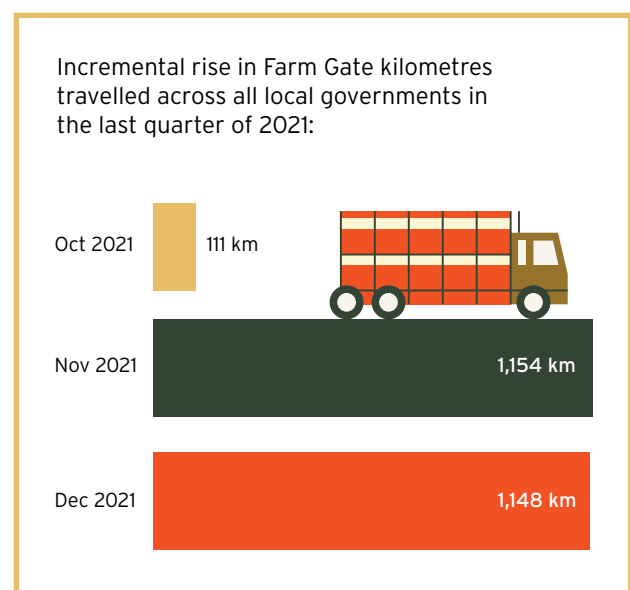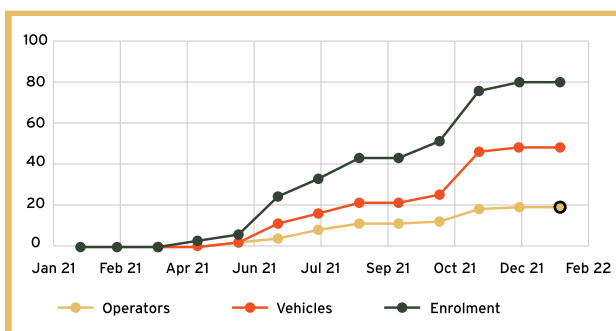

3,403 km
of public roads used by vehicles enrolled in Farm gate in 2021

- Nerrandera (1,259 km)
- Temora (778 km)
- Gunnedah (68 km)
- Junee Shire (947 km)
- Coolamon (311 km)
- Tamworth (40 km)

INSIGHT #2

Farm Gate is growing rapidly

Interest in Farm Gate has been strong, with growing enrolments from transport operators.

Farm Gate vehicles are active in all participating local governments, and there's a record of strong growth in travel.
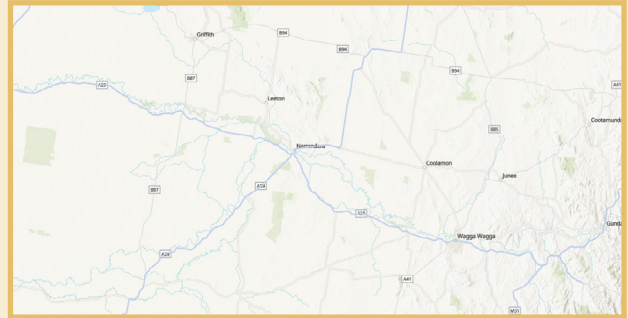

Operators — Vehicles — Enrolment

Incremental rise in Farm Gate kilometres travelled across all local governments in the last quarter of 2021:

Oct 2021 — 111 km

Nov 2021 — 1,154 km

Dec 2021 — 1,148 km

INSIGHT #3

Snapshots of what's available through the Telematics Analytics Platform (TAP)

View 'hot spots'

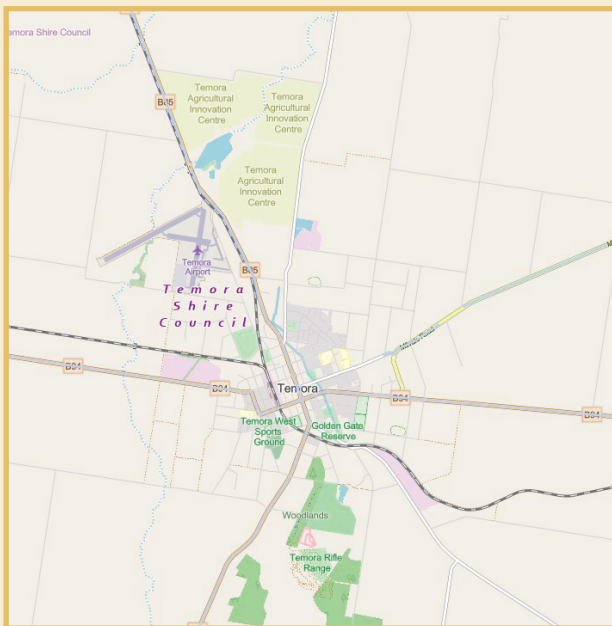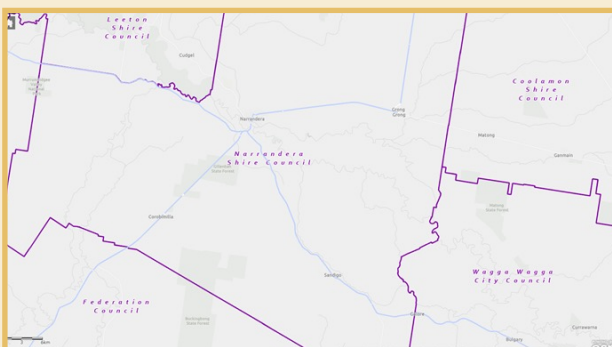### Movement through local communities
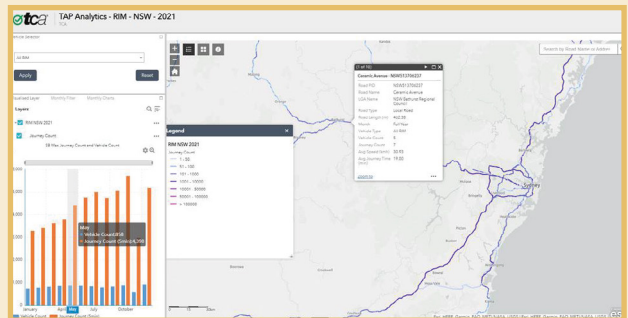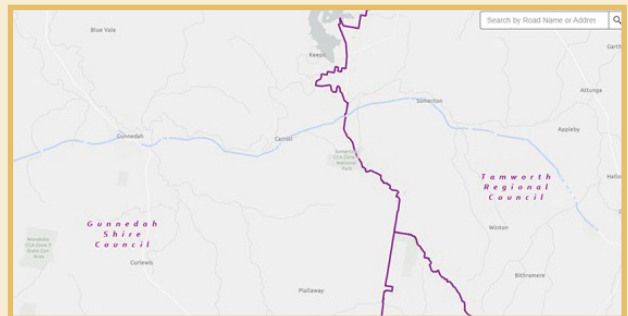
...or movement across the region

See travel across local government areas

* Purple lines on the maps indicate Farm Gate travel
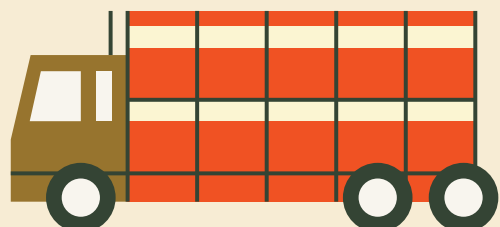
For more information

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