

Telematics Industry Group (TIG) Forum

25 August 2022

Welcome!

- Welcome to the August 2022 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. TCA-led initiatives – scheme expansion and Fuel Tax Credits (FTC) assurance
4. Latest developments from around the country
5. Smart OBM roll-out
6. Industry perspectives
7. Other business

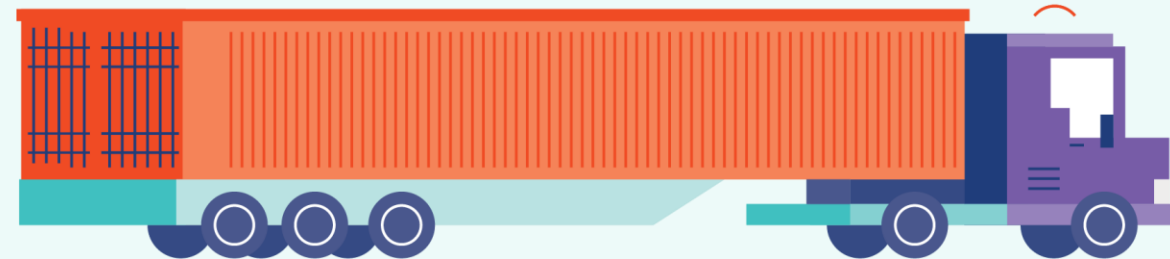
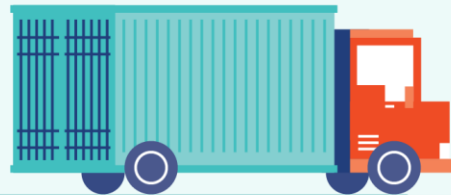
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National
Transport
Commission



Leading change[™]



Heavy Vehicle National Law

 Update

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Next Generation Schemes

Technology and data continue to provide new ways of advancing productivity, safety and sustainability outcomes

Next Generation schemes are being developed to:

- Offer new ways of providing insights into the use of vehicles

by leveraging

- A broader selection of data types and technologies



Next Generation Schemes – what we're hearing

G-force readings
can help identify
safety risks on
the road network

Digital
images/video
capture provides
new ways of
gaining insights

Road-side
systems can help
validate data
from vehicle
systems

Real-time
reporting can
help us better
manage risks

Next Generation Schemes

A roadmap for the introduction of Next Generation schemes is being developed, based on the needs of Australia's road and transport agencies.

The telematics sector is an essential partner in meeting these needs.

We'll be seeking your feedback on the Next Generation Scheme roadmap over the coming months.



Promoting and harmonising schemes



HIGH PRODUCTIVITY FREIGHT VEHICLES (HPFV) MONITORING

For Transport Operators

Driving productivity and safety benefits with data and technology.



RIM EXPRESS

A faster way to enrol vehicles in the Road Infrastructure Monitoring (RIM) application - when you need it quickly.



SPECIAL PURPOSE VEHICLES (SPVS)

Subheading text....



PERFORMANCE- BASED STANDARDS (PBS)

Subheading text....



Using telematics for Fuel Tax Credit (FTC) calculations

Tax agents use telematics data to perform FTC calculations.

Concerns over the accuracy of telematics data and potential FTC overclaims.

Stakeholders have called for TCA's certification to be recognised for FTC.



Using telematics for Fuel Tax Credit (FTC) calculations



TCA is introducing a new service to support FTC calculations – known as the *Telematics Positional Accuracy Assurance (TPAA) service*.

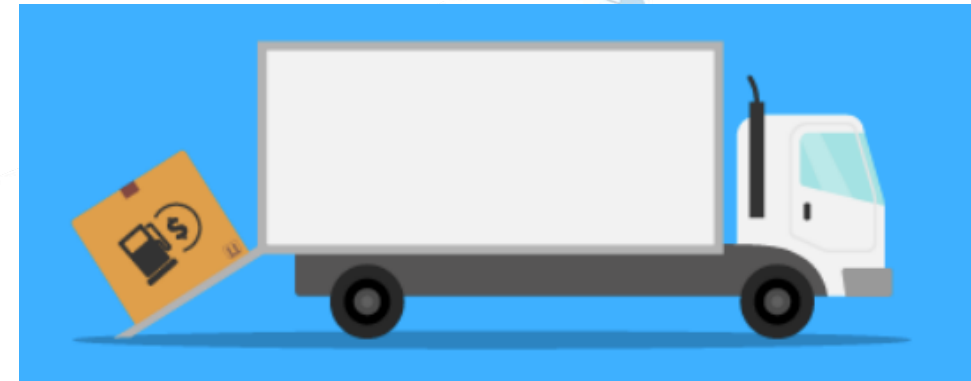
TPAA will provide registered tax agents with the ability to use certified data for FTC calculations.

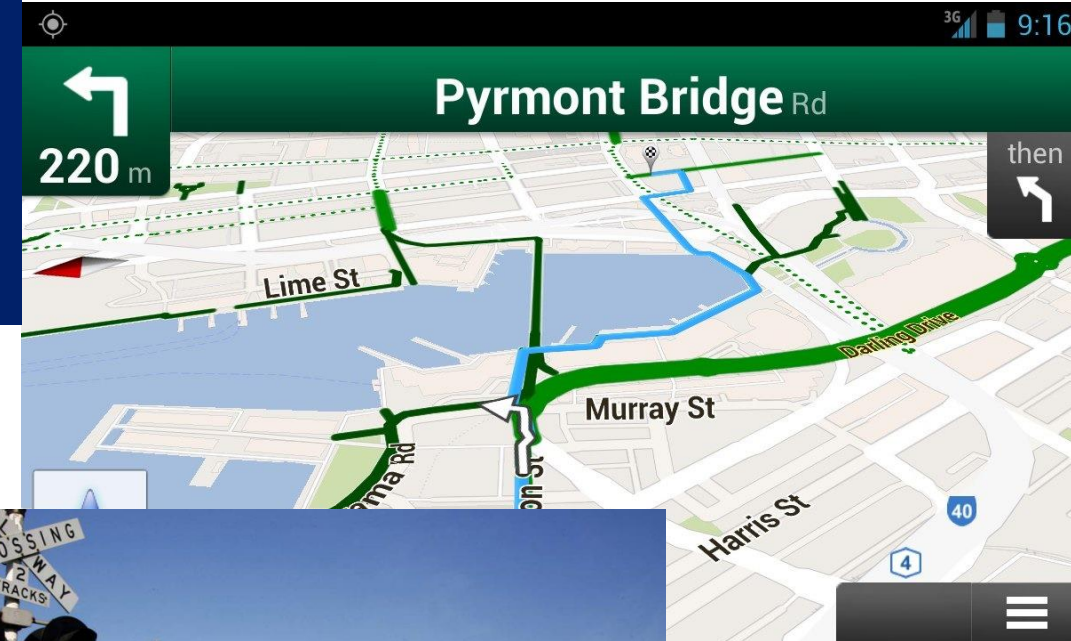
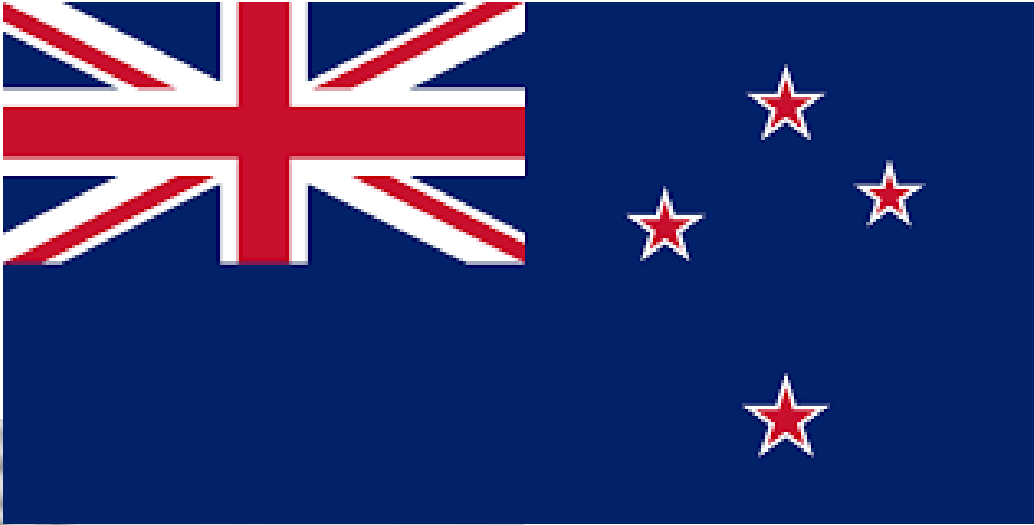


Using telematics for Fuel Tax Credit (FTC) calculations

We're currently finalising the details of the TPAA service with the ATO.

If you're interested in this work, we welcome your involvement.





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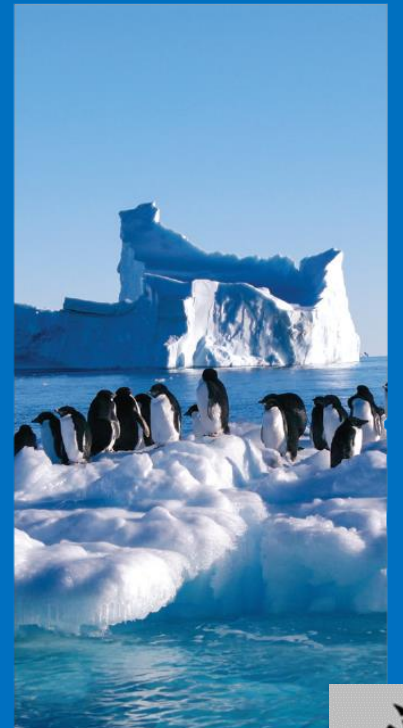
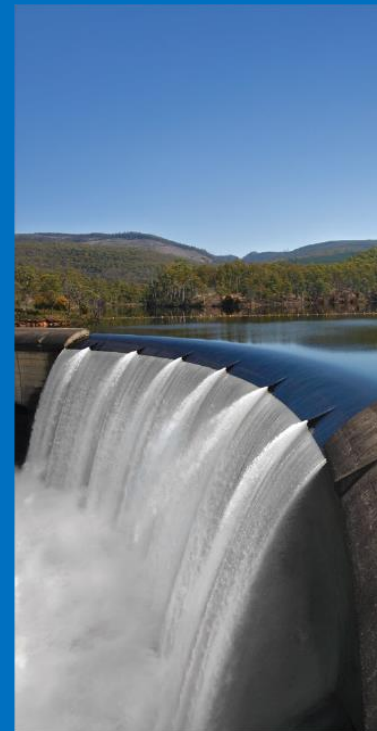
Latest developments from around the country



Andrew Poole

Heavy Vehicle Network Access Team
25th August 2022

Telematics Industry Group Tasmania update



1



performance based standards vehicles

2



special purpose vehicles

3



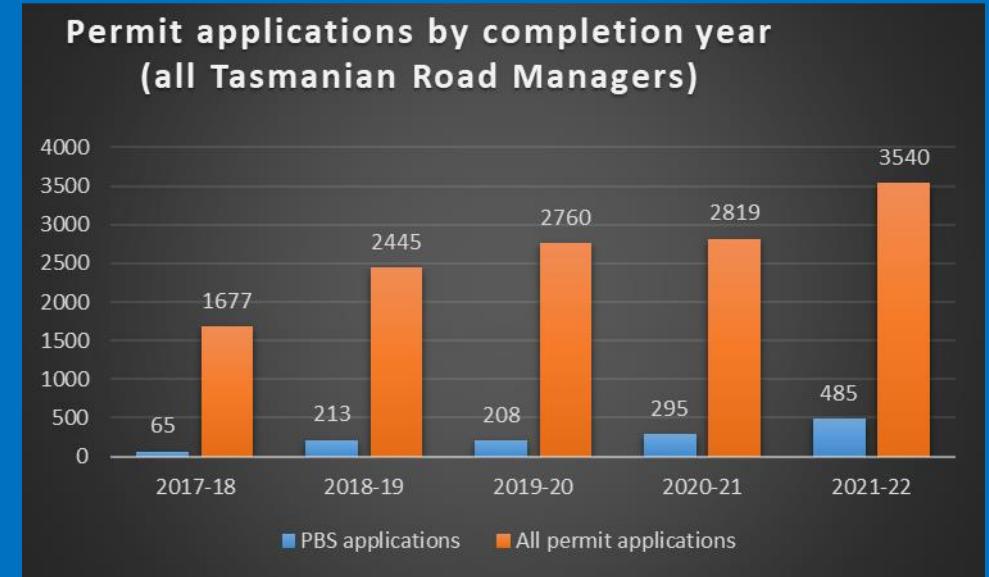
future system development

1



performance based standards vehicles

- Steady increase in PBS
- Up to 50 potential operators, many with Truck & Dog
- Telematic Monitoring Application for >26m
- Smart-OBM for >68.5T
- Currently 5 operators and 12 vehicles, several others transitioning



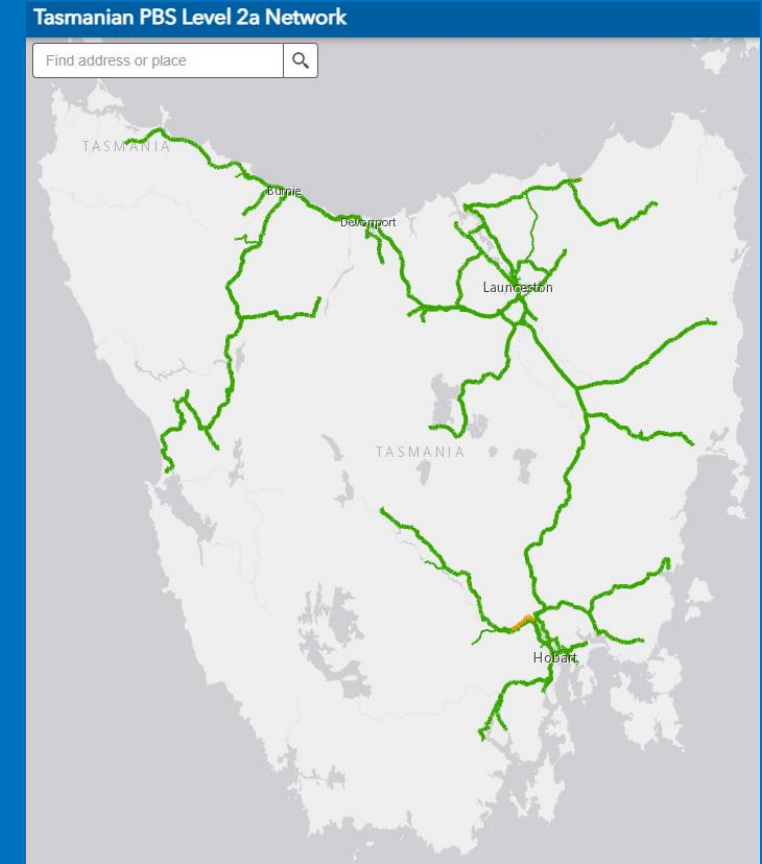
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performance based standards vehicles

Current access arrangements:

- Truck and Dog trailer combinations – network under notice + Permits
- A-double combinations – all via permits
 - PBS 2A 26m similar to 26m B-double, some bridge restrictions
 - PBS 2B 30m A-double a more restricted, with bridge restrictions
 - PBS 3A >30m A-double similar network to PBS 2B



1

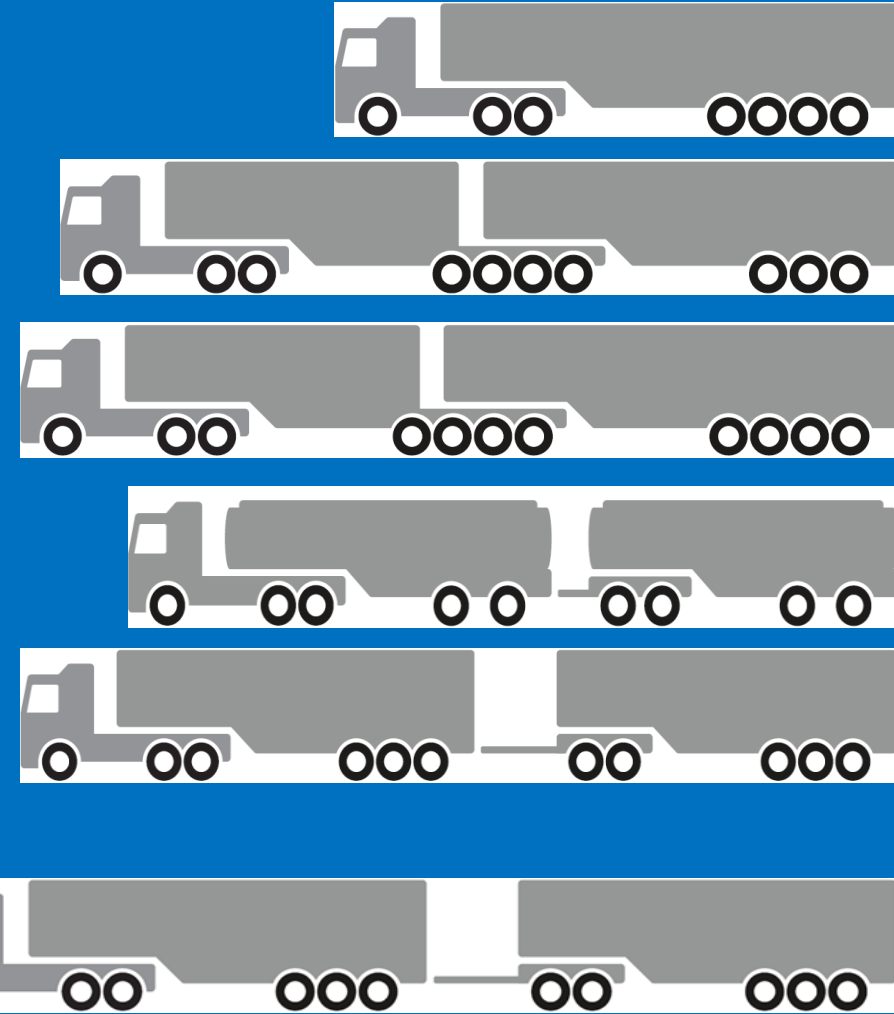


performance based standards vehicles

Near-term access arrangements

- October join *National Class 2 Performance Based Standards (high productivity) Notice*
- Range of reference designs, including combinations with quad groups
- Remaining under permit
PBS 3A >30m A-double

All require TMA, smart OBM



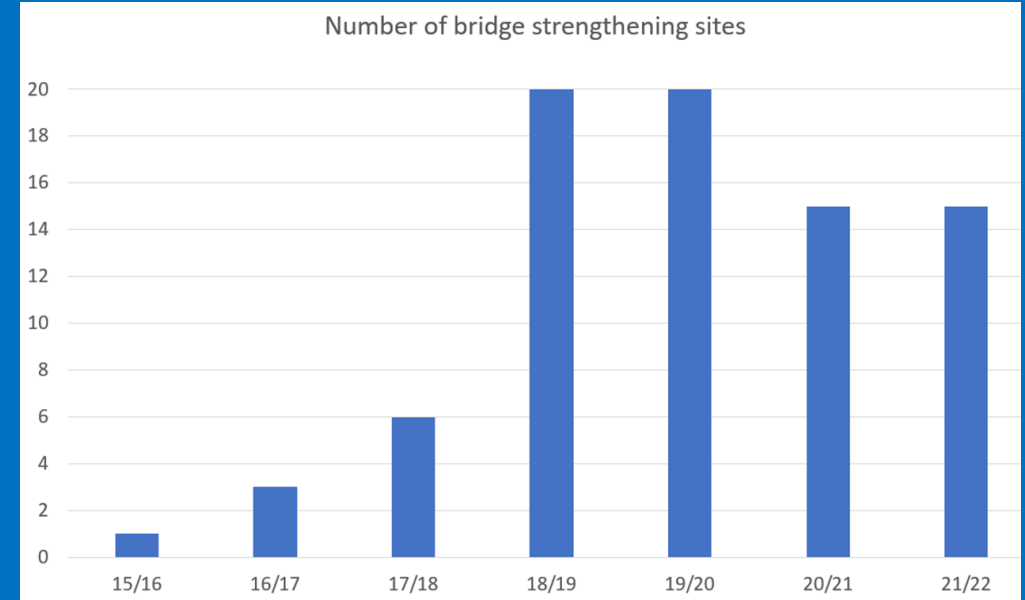
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performance based standards vehicles

Large infrastructure upgrade program

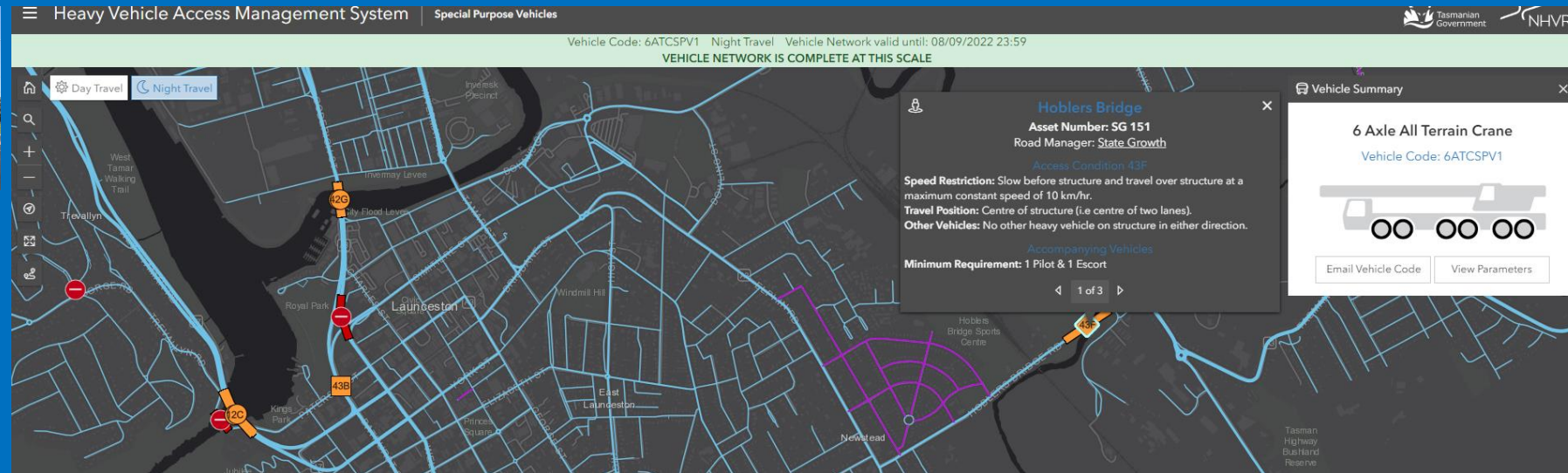
- Reducing bridge limitations
- Enhancing the productivity possibilities
- Forecast strong growth in PBS to continue



- 80 strengthening sites. \$35-\$40 million
- Continuing program

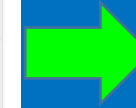
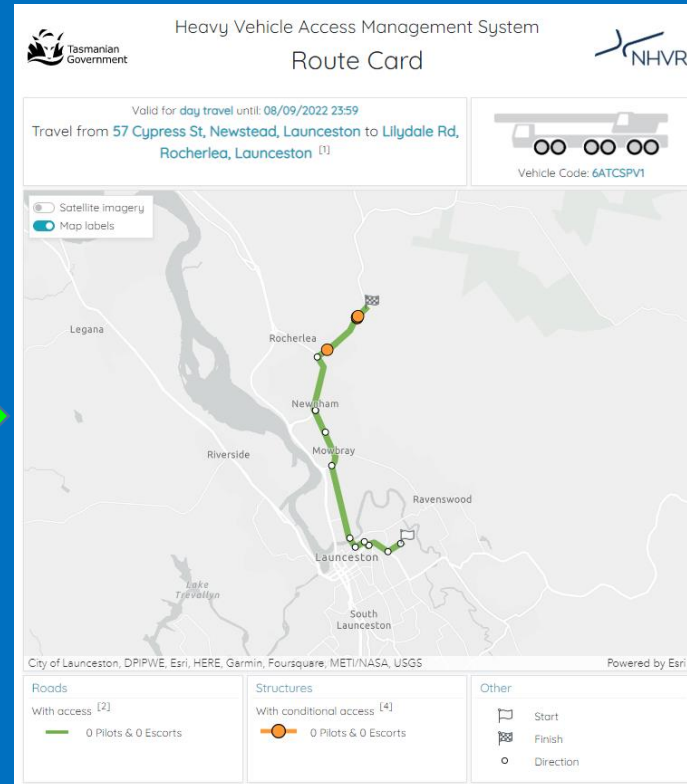
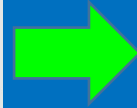
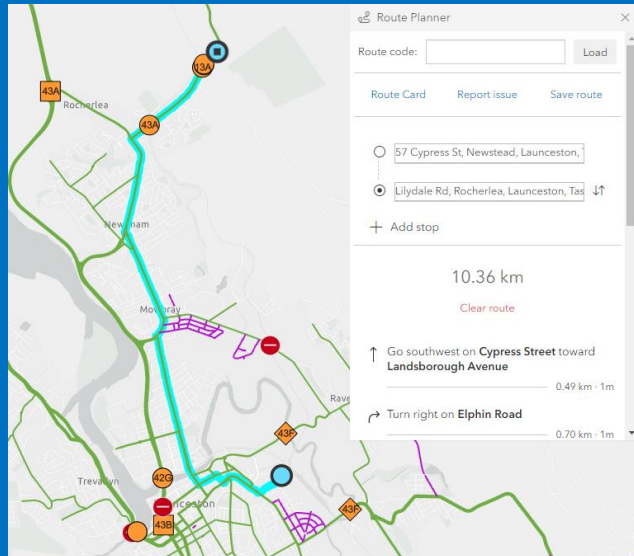
2

special purpose vehicles



- Tasmanian HVAMS provides widespread bespoke access for cranes and concrete pumps
- All require TMA
- Currently 13 operators and 67 vehicles

2 special purpose vehicles

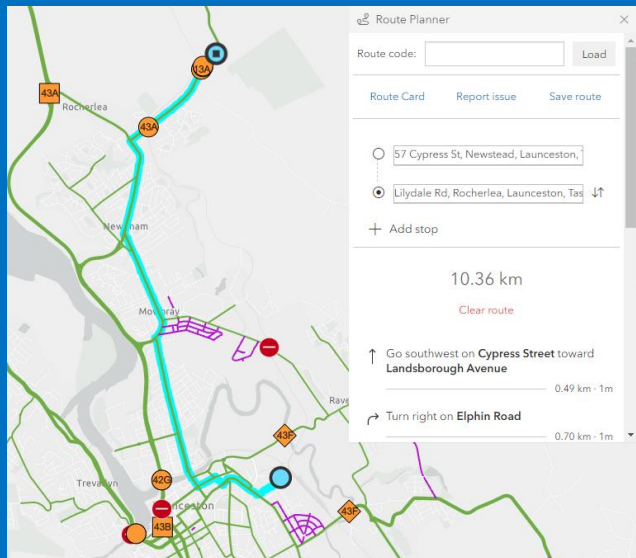




Minimum accompanying vehicle requirement ^[6]		Directions
Start at 57 Cypress St, Newstead, Launceston		0.00 km
Accompanying vehicles: 0 Pilots & 0 Escorts (minimum requirement).		
↑ Go southwest on Cypress Street toward Landsborough Avenue		0.00 km
↪ Turn right on Elphin Road		0.49 km
⤷ Take the roundabout onto Lawrence Street		1.20 km
↩ Turn left on Cimitiere Street		1.43 km
↪ Turn right on Tamar Street		1.78 km
⤷ Take the roundabout onto Invermay Road		2.10 km
↪ Turn right at Mowbray Link / Jackson Street to stay on Invermay Road		4.49 km
↑ Continue forward on George Town Road		5.65 km
↪ Keep left at the fork onto George Town Road		6.40 km
↪ Turn right on Lilydale Road		8.20 km
43A Rocherlea Rail Underpass (SG 3777) Structure length: 29m ^[7]		8.57 km
Speed restriction: Slow before structure and travel over structure at a maximum constant speed of 10 km/hr.		
Other vehicles: No other heavy vehicle on structure in either direction.		
Accompanying vehicles: 0 Pilots & 0 Escorts (minimum requirement).		
13A Barnards Creek Culvert (SG 3009) Structure length: 13m ^[7]		9.97 km
Other vehicles: No other heavy vehicle on structure in either direction.		
Accompanying vehicles: 0 Pilots & 0 Escorts (minimum requirement).		
13A Barnards Creek Culvert (SG 3020) Structure length: 3m ^[7]		10.02 km
Other vehicles: No other heavy vehicle on structure in either direction.		
Accompanying vehicles: 0 Pilots & 0 Escorts (minimum requirement).		
13A Barnards Creek Culvert (SG 3011) Structure length: 12m ^[7]		10.03 km
Other vehicles: No other heavy vehicle on structure in either direction.		
Accompanying vehicles: 0 Pilots & 0 Escorts (minimum requirement).		
Finish at Lilydale Rd, Rocherlea, Launceston		10.36 km

- The new Route Planner tool extracts instructions from the network

2

special purpose vehicles



Turn right on Elgin Road		8.20 km
	Rocherlea Rail Underpass (SG 3777) Structure length: 29m ^[7]	8.57 km
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	Barnards Creek Culvert (SG 3009) Structure length: 13m ^[7]	9.97 km

- Can this be utilised to produce real-time ‘Voice in Cab’ instructions for the driver?

3



Future system development

What does the next version of HVAMS do?

- Automates access assessment for assets
 - Not limited to reference vehicles, all variations covered
 - Caters for all restricted access heavy vehicle groups
 - Forecast timeline PBS 2B-3A in the first half of 2023
 - Other PBS and OSOM will follow.
-
- Close collaboration being established with Transport for NSW
 - Austroads project NEF6393 *contemporary heavy vehicle access decision making for road managers* will provide opportunity for all jurisdictions to contribute

3

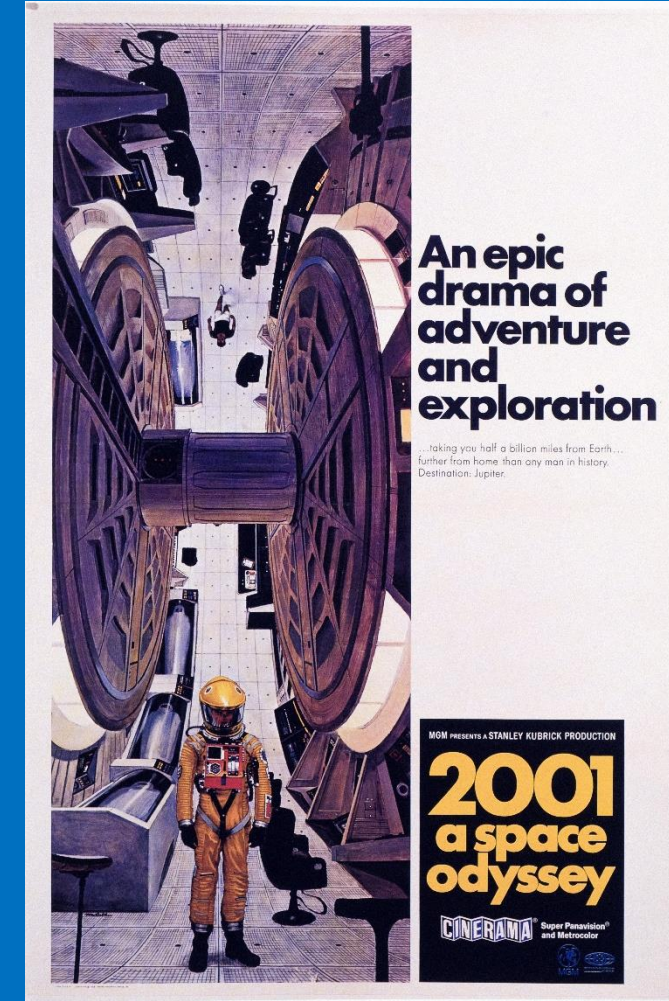


Future system development

What role will telematics play in HVAMS?

- Undoubtedly a large role
- Provision of bespoke and improved access for RAVs comes with risk for road managers
- Telematics including smart-OBM helps manage the risk and understand demand

We look forward to working with TCA / Austroads and the telematics industry to see where this journey takes us.





Department of State Growth Transport & Infrastructure Group

Network Access

Simon Buxton
John Wilson
Andrew Poole
Andrew Walker
Adam Pike

03 6166 3455

Andrew.Poole@stategrowth.tas.gov.au

*Bridge Assets
Team*

*Traffic
Engineering
Team*

*Pavement Assets
Team*

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Working with the transport industry to roll out Smart OBM



How can we better address the needs of the transport sector?

What are the common questions transport operators are asking about Smart OBM?

What can we all do to support the transport industry better?

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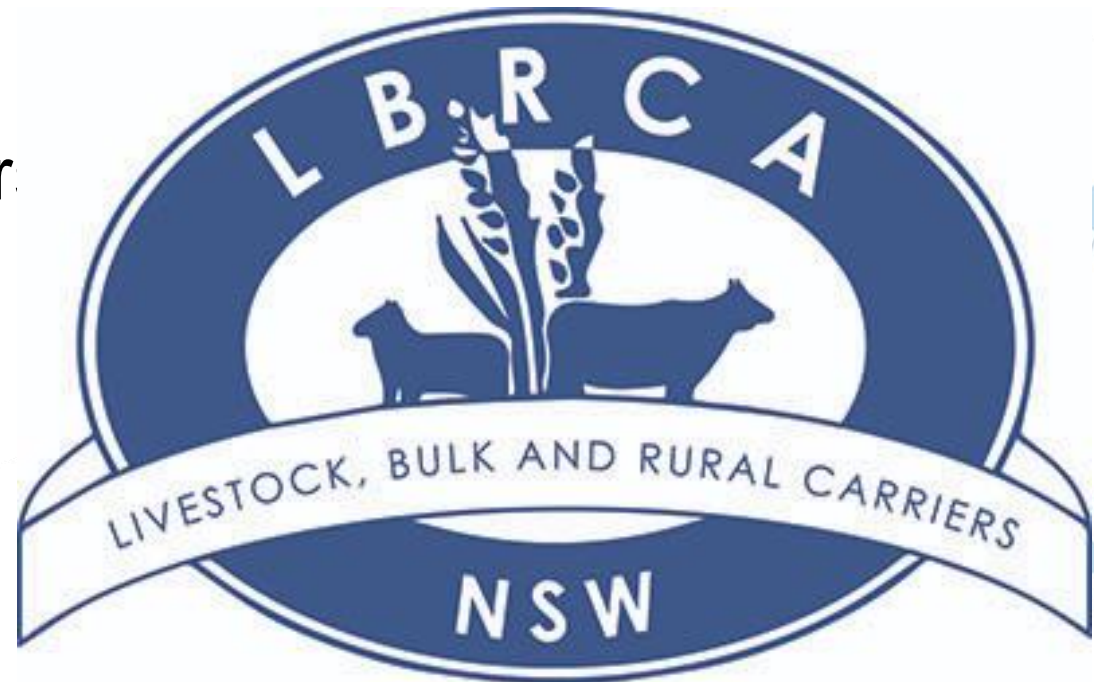
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An industry perspective

An Industry Perspective

Paul Pulver,
Immediate Past President,
Livestock and Bulk Rural Carrier
Association,
NSW.



Questions? Other Business?



Thank you

Further info at:
tca.gov.au