



# Queensland's Transition from IAP to TMA

23 February 2023



# Today's moderators

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*We acknowledge the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work. We pay our respects to Elders past, present and emerging for they hold the memories, traditions, culture and hopes of Aboriginal and Torres Strait Islander peoples of Australia.*

*Austroads acknowledges and respects the Treaty of Waitangi and Maori as the original people of New Zealand.*



# About Austroads & TCA

## **Austroads is the collective of Australasian transport and traffic agencies**

- Transport for NSW
- Department of Transport and Planning Victoria
- Department of Transport and Main Roads Queensland
- Main Roads Western Australia
- Department for Infrastructure and Transport South Australia
- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory
- Transport Canberra and City Services Directorate Australian Capital Territory
- Department of Infrastructure, Transport, Regional Development, Communications and the Arts
- Australian Local Government Association
- Waka Kotahi NZ Transport Agency

## **Transport Certification Australia (TCA) is a national organisation that provides assurance services relating to transport technologies and data to enable improved public purpose outcomes from road transport.**

Key aspects of TCA include:

- An independent not-for-profit entity, with government oversight
- Administration of the National Telematics Framework, including its rules, specifications, agreements, digital infrastructure and other supporting services
- Assurance services that support but are appropriately separated from regulators, policy makers and enforcement activities, and underpin telematics applications and associated information and data services
- Advice that is based on evidence and a deep subject matter knowledge
- Trusted partner to both government and industry stakeholders, enabling a nationally consistent open market, with services covering all road vehicle types and associated digital infrastructure.





# Housekeeping



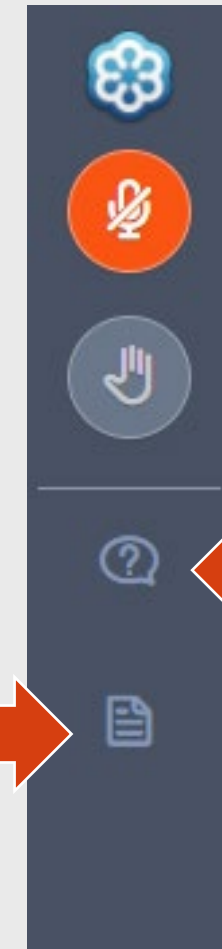
Presentation = 40 mins

Question time = 15 mins



**Queensland's Transition from IAP to TMA**

23 February 2023



**Type questions here**  
Let us know the slide number your question relates to



# Today's presenters and agenda

Topic	Presenter
Using the National Telematics Framework to improve road outcomes	Gavin Hill
Outlining the differences between IAP and TMA	
Introducing Smart OBM	
What is behind Queensland's transition to TMA and Smart OBM?	Mark Mitchell
Q & A	All presenters



## Gavin Hill

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# Using the National Telematics Framework to improve road outcomes

Gavin Hill

General Manager | Strategy and Delivery

TCA





*Austroads*



Transport Certification Australia



# Harnessing the power of telematics

A significant number of commercial vehicles have some form of telematics ...

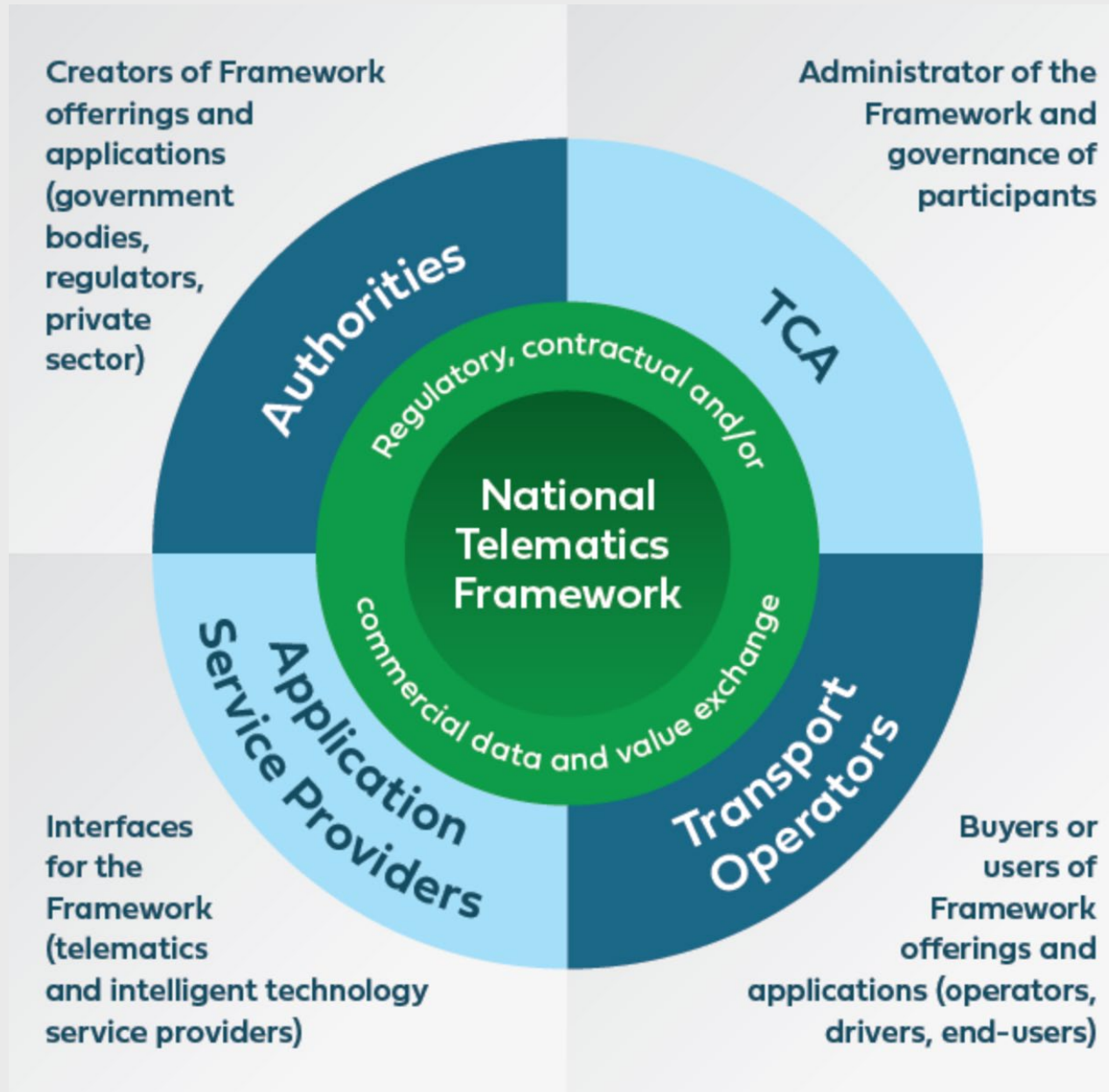
...resulting in unprecedented volumes of data being generated **every single day** on our road networks

# Harnessing the power of telematics

...but telematics data **is not** readily available to governments, road agencies and regulators

This is known as the problem of 'dark data'

**The National Telematics Framework overcomes this problem**



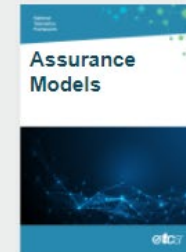
UNDERSTANDING  
THE FRAMEWORK



COMMON  
FRAMEWORK  
COMPONENTS



DIFFERENT  
ASSURANCE  
LEVELS FOR  
APPLICATIONS



USE OF THE  
FRAMEWORK



# National Telematics Framework

- Multiple providers
- Multiple applications
- Multiple schemes
- *enabled through:*
  - Standards and specifications
  - Business rules
  - Legal agreements
  - Operational oversight
  - Privacy management
  - Cyber security

= Consumer  
choice

= Consumer  
protections  
and  
assurance

= Unlocks  
standardised  
data collection  
and reporting

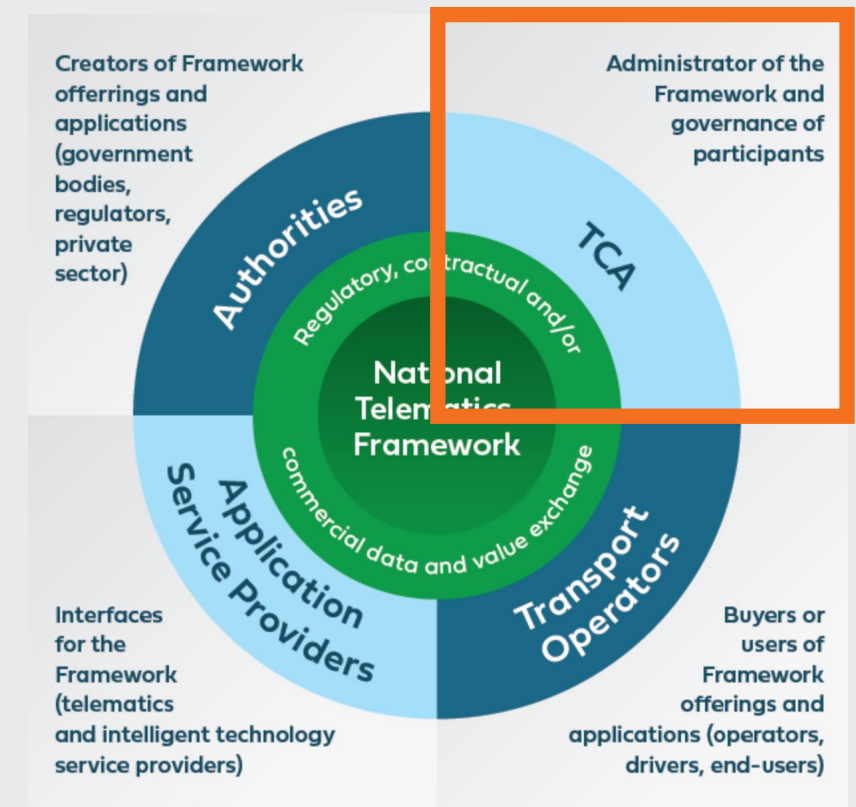


# National Telematics Framework

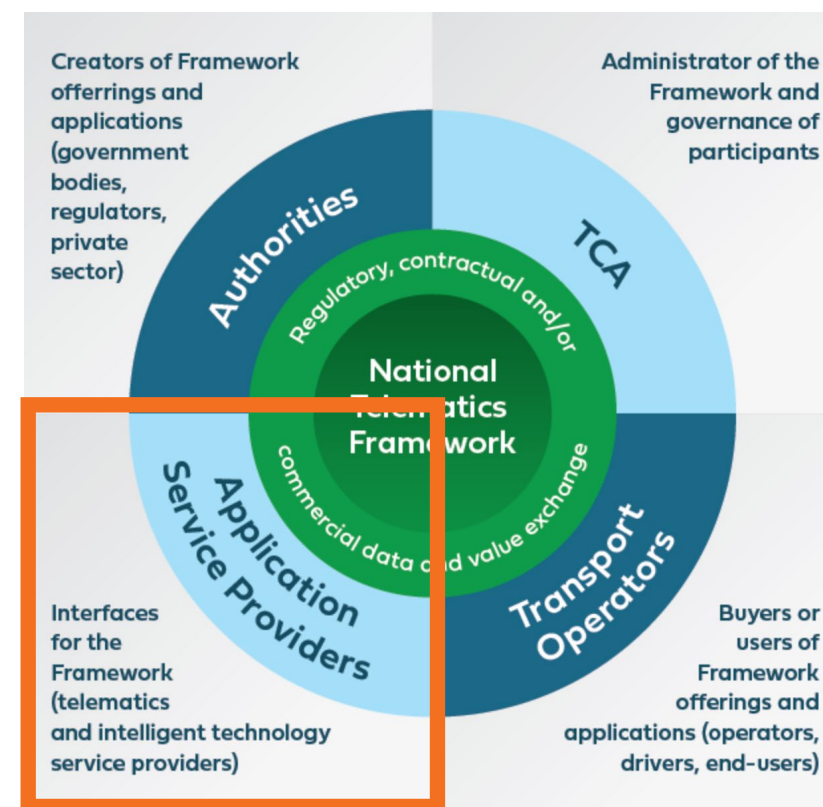
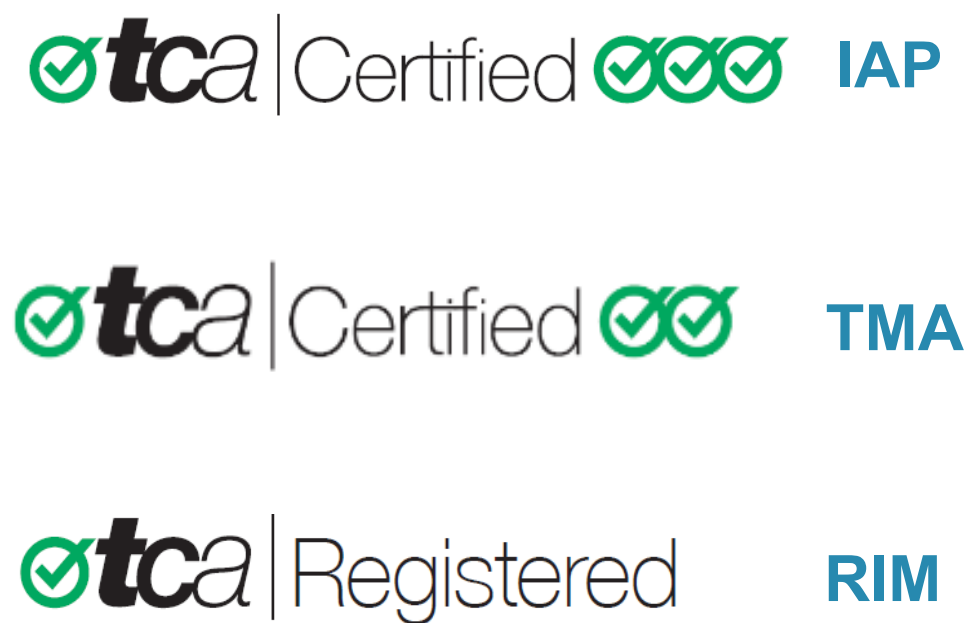
- Recognised as an international standard by the International Standards Organization (ISO)
- **ISO 15638**: Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV)

# Interactions within the Framework

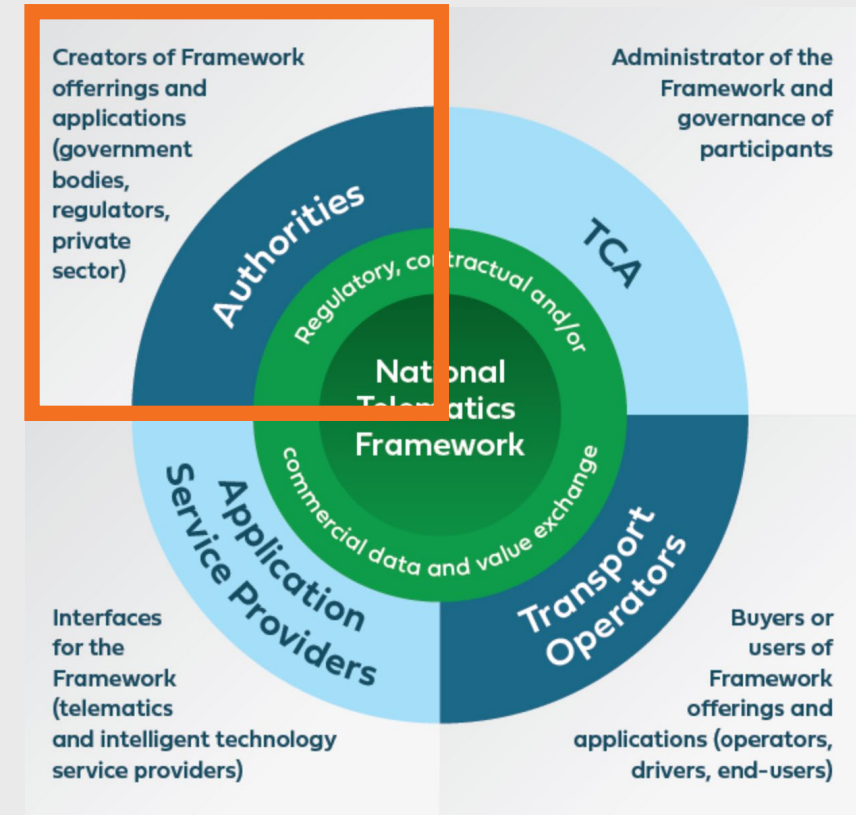
- We develop **performance-based** functional and technical **specifications**
- We **register and certify** Application Service Providers (depending on level of assurance)
- We **type-approve** hardware
- We **manage** the **interactions** of all parties in the Framework



# Interactions within the Framework

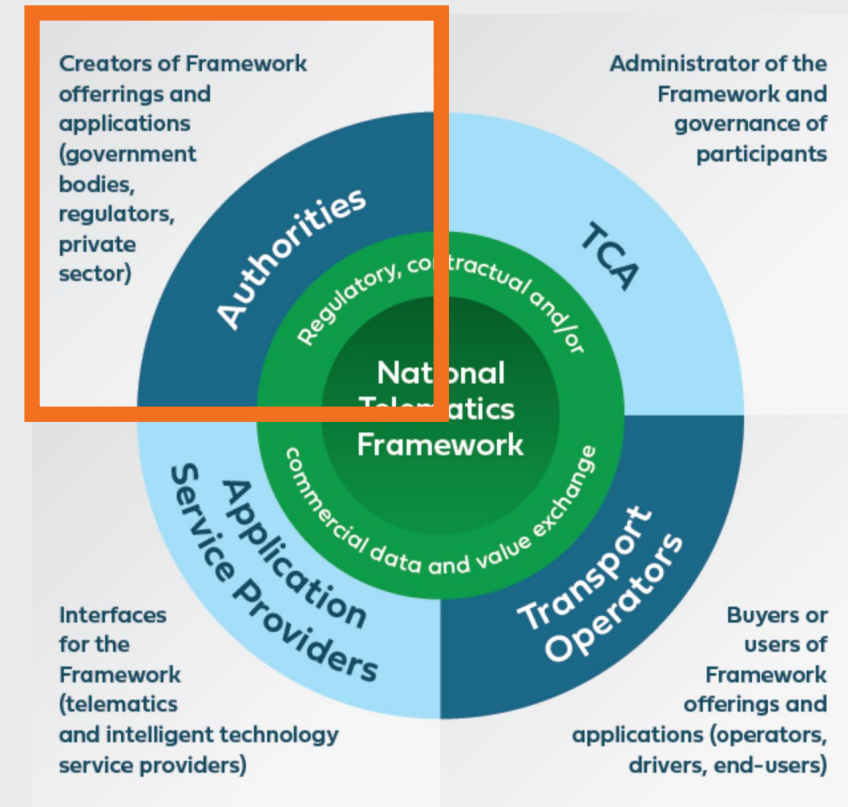


# Interactions within the Framework



# Interactions within the Framework

- Road agencies deploy productivity and safety schemes through the National Telematics Framework
- The Framework offers different tools for different jobs
- What we'll hear from Queensland shortly is how they're moving from IAP to TMA – so that they're using the right tool for the job





# Outlining the differences between IAP and TMA

## Introducing Smart OBM

Gavin Hill

General Manager | Strategy and Delivery  
TCA



# Key differences between IAP and TMA

	Road Infrastructure Management (RIM)	Telematics Monitoring Application (TMA)	Intelligent Access Program (IAP)
<b>Aggregated, de-identified data</b>	✓	✓	✗
<b>Identifiable vehicle data</b>	✗	✓	✓
<b>Evidentiary data for enforcement</b>	✗	✗	✓
<b>Cost (to transport operators)</b>	←————→		
<b>Serving suggestions</b>	Use for <b>road use analysis/planning</b>	Use for <b>lower-risk</b> activities (education & regulatory improvement activities)	Use for <b>higher-risk</b> activities (direct compliance & enforcement)

# Smart OBM



# Smart OBM

Smart OBM systems are devices that use digital technology to collect and transmit mass data from vehicles in a reliable and standardised way

Different technologies can be used to deliver Smart OBM

Road agencies require Smart OBM for specific uses

All Smart OBM systems are type-approved by TCA

OBM may be referred to as:

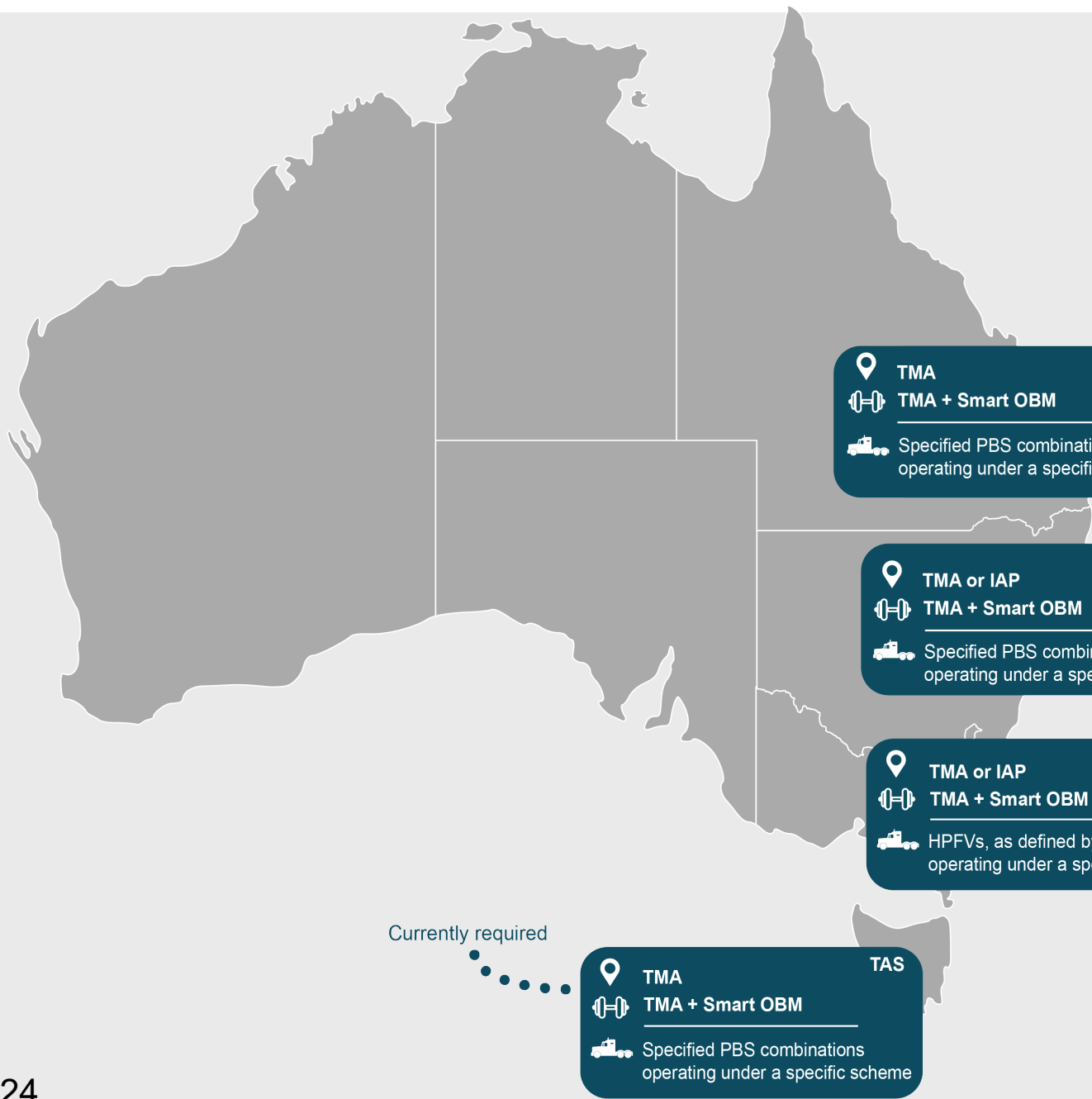
- On-board scales
- On-board weighing
- Air pressure sensors
- Electronic Braking System (EBS)

# Smart OBM

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







Required for all new eligible vehicles from 1 December 2022  
Transition for affected existing vehicles required by 1 June 2024

Required for all affected vehicles by 1 June 2024

Required for all affected vehicles by 30 June 2023

**KEY**

- Required location monitoring application
- Required mass monitoring application
- Affected vehicles these requirements apply to

Note: Please refer to individual jurisdictional guidelines when checking requirements for your specific vehicle and scheme enrolment.

# What is behind Queensland's transition to TMA and Smart OBM?

Mark Mitchell

Director (Heavy Vehicle Operations)

Department of Transport and Main Roads



# What's behind the change?

- IAP and OBM have been critical tools in Queensland to manage risk / facilitate road access
- These tools have historically served a compliance and enforcement role
- TMR's role is likely to change to purely a Road Manager and we need to prepare for this
- Alignment with other jurisdictions is important
- Continued effective network monitoring

# Broader benefits from application of road use data

Move by Queensland also provides important benefits to the:

- road transport industry (as users of telematics)
- telematics/technology industry (suppliers of technology and data services to the transport industry)

TMR and other road managers will be provided with greater insights, including:

- Influencing future access
- Investment decisions
- Cost savings and operational efficiencies to industry



# Vehicle categories effected by the change

- Class 2 vehicles operating at Higher Mass Limits (HML)
- Class 2 Performance-Based Standards (PBS) Level 1 & 2A Truck and Dog Trailers operating at HML masses
- Class 2 PBS A-Doubles
- Class 3 20m Long 3-Axle Truck and 4-Axle Dog combinations
- **There is no change to Class 1 Special Purpose Vehicle IAP requirements**







# Transition details

- Industry consulted on transition timing during late 2022
- Consultation informed the timing of the transition – which will occur over 18 months
- The transition period started on 1 December 2022 and will finish on 1 June 2024
- All new enrolments from 1 December 2022 must enrol in TMA (and Smart OBM if required)
- IAP Qld Interim OBM enrolments must be fully transitioned by 1 June 2024
- IAP and Queensland interim OBM will run concurrently during transitional period

# Questions?



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# Upcoming Austroads webinars

Topic	Date
Development of Machine Learning Decision Support Tools for Pavement Asset Management	24 February
2022 Winners of the Austroads Bridge Awards	28 February
Road Deterioration Model Update	7 March
Victorian Government's Enrolment of Smart OBM	17 March
Asphalt Laboratory Fatigue Relationships	22 March
Austroads Project Pipeline 2023-24	25 May

Register at [austroads.com.au/webinars-and-events](https://austroads.com.au/webinars-and-events)



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