



## **Unlocking the Potential of Telematics Analytics Platform for Local Governments**

23 July 2025





# Today's moderators



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*Austroads acknowledges 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.*



# Housekeeping



Type questions here  
and let us know the  
slide number your  
question relates to

Slides and  
handouts are  
located here

Chat Q&A Polls Handouts

All Answered

Q Search Q&A



Presentation = 40 mins

Question time = 15 mins



Unlocking the Potential of Telematics  
Analytics Platform for Local Governments

23 July 2025





# Today's presenters and agenda



Topic	Presenter
Overview of the telematics data, the NTF and TAP	David Randall
Services and dashboards available in TAP	
DTPV, local government and telematics	David Moore
Q+A	John Gordon (moderating)



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# Overview of the telematics data, the NTF and TAP

David Randall

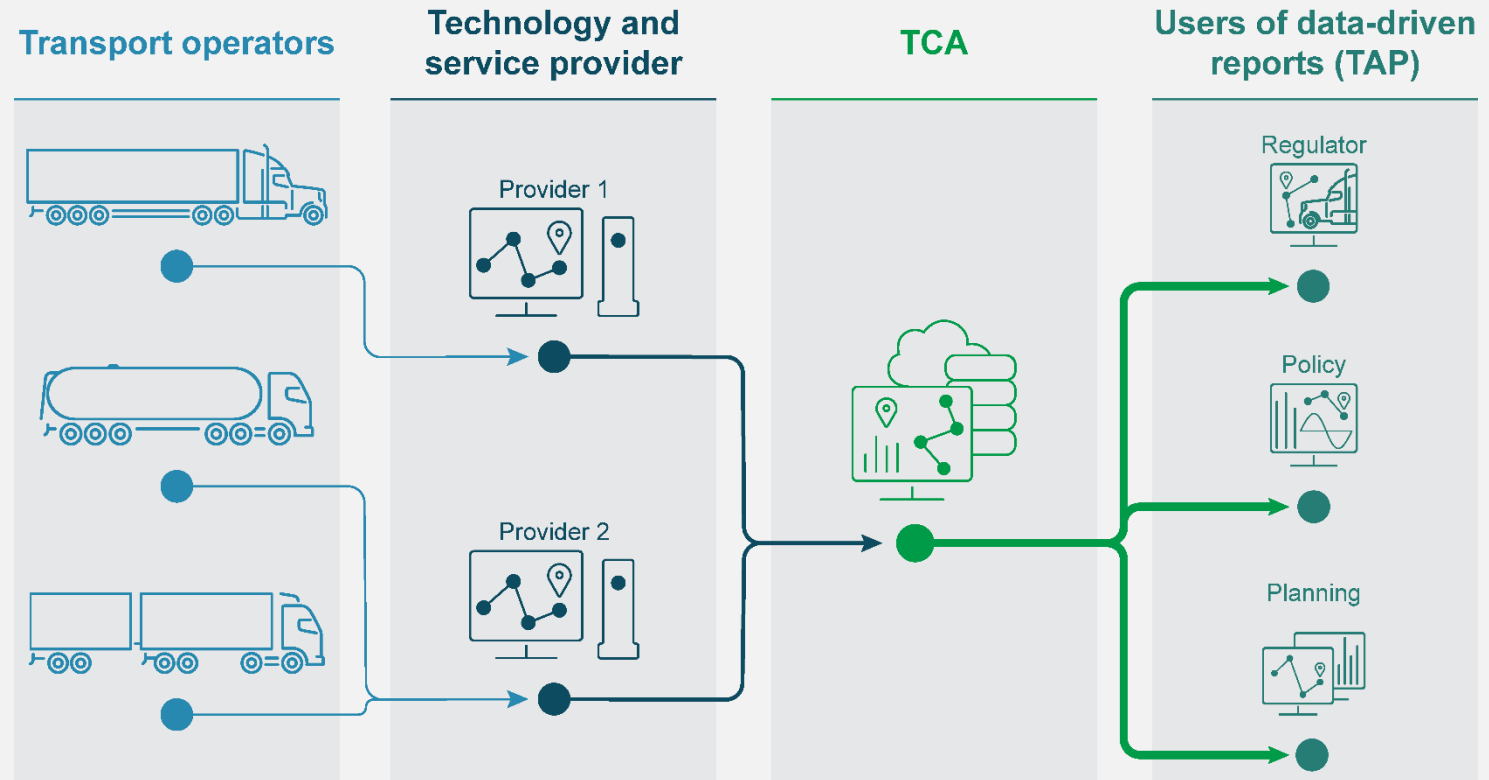




# What is telematics data?



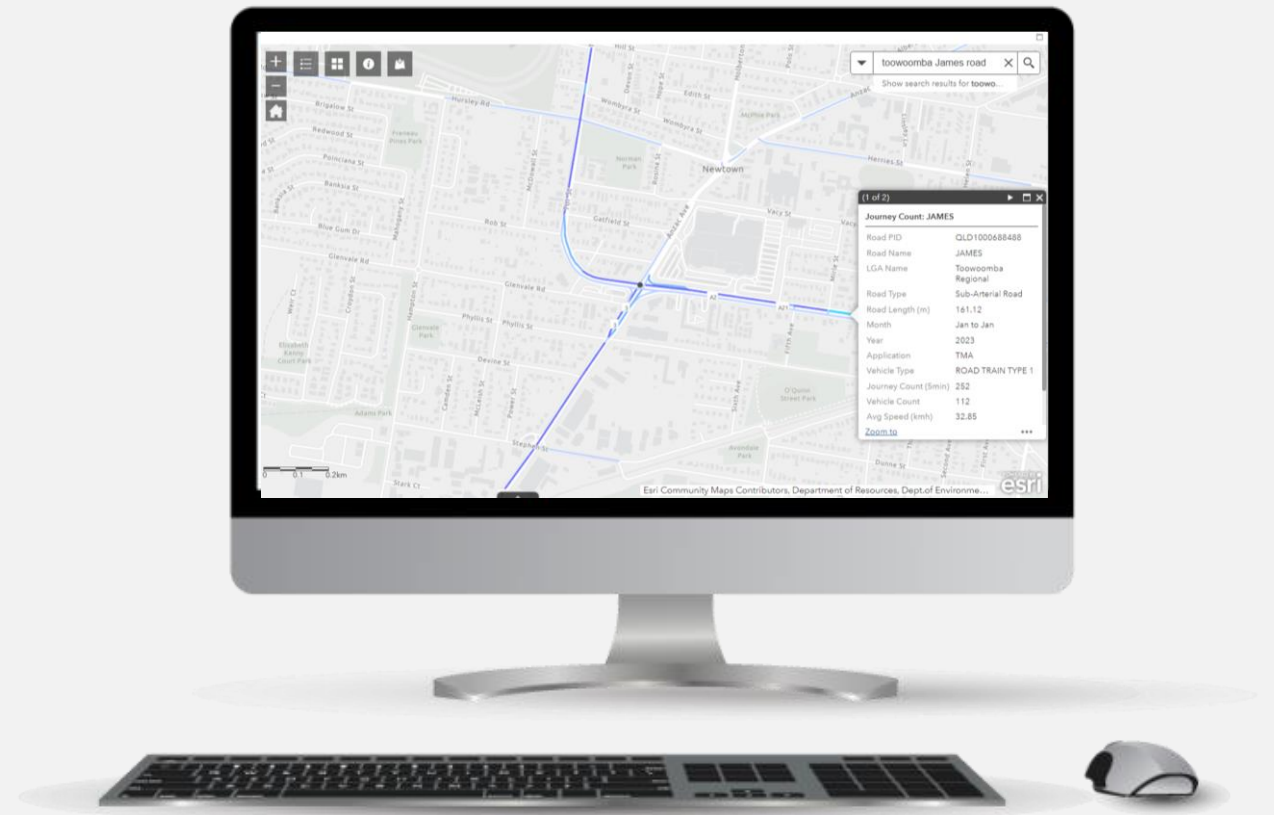
- The **National Telematics Framework** provides a standardised and harmonised way to collect movement and mass data from approved telematics devices installed on vehicles.
- **Over 19,000** heavy vehicles are currently enrolled in Intelligent Access Program (IAP), the Telematics Monitoring Application (TMA) and the Road Infrastructure Management (RIM) schemes.
- Austroads/TCA provides data reporting and visualisations via the **Telematics Analytics Platform (TAP)**.



# What is TAP?



- A **secure, online portal** providing Australian and New Zealand transport agencies with access to data, reports and analytics using telematics data.
- The platform provides a range of analytics based on the **Geoscape Roads dataset**, publicly available in Geoscience Australia's Digital Atlas of Australia.
- Road managers are using TAP to gain insights into **how vehicles use their networks**.





# Which vehicles are monitored?



The vehicles enrolled in the Framework are predominantly restricted access vehicles operating under a Permit or Notice of access. These vehicles include, but are not limited to:

- Vehicles operating at higher mass limits (HML vehicles)
- Performance Based Standards (PBS)-approved vehicles
- Over-size Over-mass (OSOM) vehicles
- Special Purpose Vehicles (SPVs), mostly heavy mobile cranes.



# Why use TAP?



To manage assets, road managers need good data.



But reliable data is not always readily available.



The Telematics Analytics Platform (TAP) offers insights based on telematics data collected from vehicles.



# Services and dashboards available in TAP

David Randall



# Accessing TAP



The tca logo is a green checkmark inside a circle, followed by the lowercase letters "tca" in a bold, italicized sans-serif font.

[About](#) [National Telematics Framework](#) [News](#) [Events](#) [Careers](#) [Contact](#) [Login](#)

[Telematics schemes](#) [Telematics applications](#) [Hardware](#) [Service providers](#) [Telematics Analytics Platform](#) [Publications](#) [Q](#)

[Telematics Analytics Platform](#) [Overview](#) [What you need to know](#) [Where does the data come from?](#) [TAP for local government road managers](#) [Resources](#)

## Telematics data at your fingertips

TCA is transforming data into powerful analytics through TAP

[Learn more about TAP](#)

An abstract digital visualization with a dark blue background. It features numerous vertical lines of varying heights, some colored in red, purple, and blue, creating a sense of depth and data flow. The lines appear to be connected at the bottom by a grid of small dots.

### Overview

Our Telematics Analytics Platform (TAP) is a secure portal for authorised users.

At TCA we work with stakeholders to give them access to core analysis and reporting through data analytics as part of the National Telematics Framework.

The TAP logo is displayed on a tablet screen. The logo consists of the lowercase letters "tap" in a bold, italicized sans-serif font, followed by a stylized molecular or network structure with green and grey nodes. Below the logo, the text "Telematics Analytics Platform" is written in a smaller font.



# Accessing TAP



## TAP Application Form

The Telematics Analytics Platform (TAP) is a secure portal for authorised users. To request access, please use the form below.

**Note:** We may need to confirm access with your manager.



### Your details

I work for a \*  
—Please choose an option—

First name (required)\*

Last name (required)\*

Phone number (required)\*

Email (required)\*

Official email only. Generic or shared emails are not accepted.

Job title (required)\*

### Authorising officer's details

We need the details of a suitable officer from your organisation, with authority to accept the terms and conditions of use on behalf of your organisation

Authorising officer's name (required)\*

Authorising officer's email (required)\*

☐ I have read and accepted the [terms and conditions](#)

Submit

# Accessing TAP



Telematics Analytics Platform

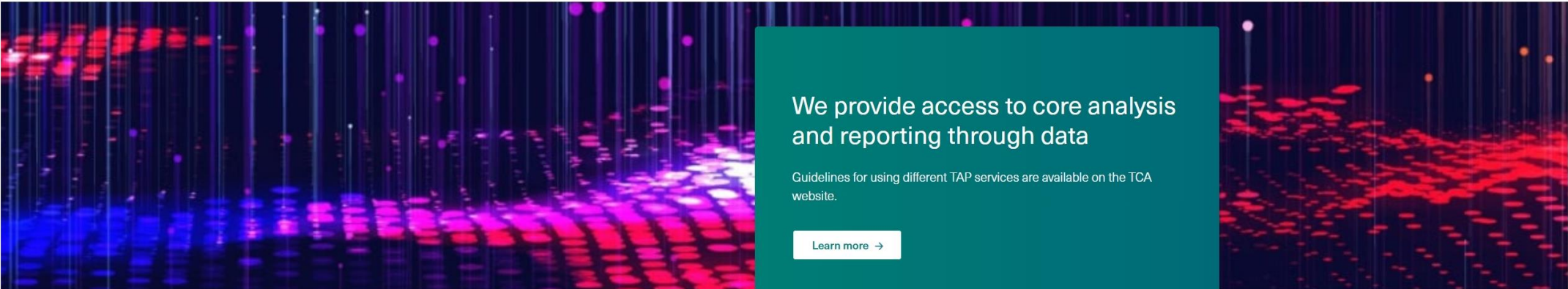
[Click here to log in](#)



# Accessing TAP



Log out →




We provide access to core analysis and reporting through data

Guidelines for using different TAP services are available on the TCA website.


Learn more →

This is a secure portal for authorised users. You are logged in as David Randall of Transport Certification Australia. Please select from the options below to access the service you need.




Device Installation Reporting

Open




Road Analytics

Open



Malfunction Management

Open



Help Desk

Open



# Accessing TAP



Log out →



Learn more →

This is a secure portal for authorised users. You are logged in as David Randall of Transport Certification Australia. Please select from the options below to access the service you need.



Device Installation Reporting

Open



Road Analytics

Open



Malfunction Management

Open



Help Desk

Open



Enrolment Reporting

Open

# Enrolment Reporting Service



Dashboard Authority Search Provider Search

Logout



## Enrolment Reporting Dashboard

Jurisdiction: Western Australia

CSV

PDF

Application	Scheme Group	Scheme Code	Scheme Name	Data Type	Jul 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025
IAP	N/A	60m QRT-NW01	WA PBS 4B (60m QRT - NW01) Period Permit (for WA under IAP)	Operators	5	5	4	2	2	2	0	0	0	0	0	0
				Vehicles	31	21	5	2	2	2	0	0	0	0	0	0
				Enrolment	31	21	5	2	2	2	0	0	0	0	0	0
		60m QRT-NW03	WA PBS Level 4 (60m QRT NW03) Period Permit (for WA under IAP)	Operators	2	2	2	1	1	1	1	1	1	0	0	0
				Vehicles	4	4	2	1	1	1	1	1	1	0	0	0
				Enrolment	4	4	2	1	1	1	1	1	1	0	0	0
		RAV OTS-04	WA PBS Level 3 (RAV OTS-04) Period Permit (for WA under IAP)	Operators	1	1	1	1	1	1	0	0	0	0	0	0
				Vehicles	13	11	5	2	1	1	0	0	0	0	0	0
				Enrolment	13	11	5	2	1	1	0	0	0	0	0	0
		RAV OTS-06	WA PBS Level 4 (RAV OTS-06) Period Permit (for WA under IAP)	Operators	1	1	1	0	0	0	0	0	0	0	0	0
				Vehicles	8	6	1	0	0	0	0	0	0	0	0	0
				Enrolment	8	6	1	0	0	0	0	0	0	0	0	0
		RAV OTS-07	WA PBS Level 2B (RAV OTS-07) Period Permit (for WA under IAP)	Operators	1	1	1	0	0	0	0	0	0	0	0	0
				Vehicles	6	6	2	0	0	0	0	0	0	0	0	0
				Enrolment	6	6	2	0	0	0	0	0	0	0	0	0
		RAV OTS-18	WA PBS Level 3B (RAV OTS-18) Period Permit (for WA under IAP)	Operators	1	1	1	1	0	0	0	0	0	0	0	0
				Vehicles	5	4	3	2	0	0	0	0	0	0	0	0
				Enrolment	5	4	3	2	0	0	0	0	0	0	0	0
		RAV OTS-25	WA PBS Level 2B (RAV OTS-25) Period Permit (for WA under IAP)	Operators	1	1	1	1	1	1	1	0	0	0	0	0
				Vehicles	11	11	11	11	11	5	5	0	0	0	0	0
				Enrolment	11	11	11	11	11	5	5	0	0	0	0	0

# Enrolment Reporting Service



[Dashboard](#) [Authority Search](#) [Provider Search](#)

[Logout](#)

## Enrolment Reporting Search



Jurisdiction

Western Australia

Western Australia

Victoria

New South Wales

Queensland

Tasmania

South Australia

Start Date

14/07/2025

End Date

14/07/2025

Query On

Scheme Code

Scheme Code

Vehicle

Application

Scheme Code

60m QRT-01

60m QRT-01

60m QRT-02

60m QRT-03

60m QRT-NW01

60m QRT-NW02

60m QRT-NW03

60m QRT-TC

60m QRT-Test

Bridge OTS-01





# Enrolment Reporting Service



[Dashboard](#) [Authority Search](#) [Provider Search](#)

[Logout](#)



## Enrolment Reporting Search

Service Provider	Start Date	End Date	Jurisdiction	Query On	Scheme Code
<div>All</div> <div>All</div> <div>Black Box Control Pty Ltd</div> <div>Drivalink Pty Ltd</div> <div>Fleetlogix Pty Ltd</div> <div>Ctrack Australia Pty Ltd</div> <div>Mobile Tracking and Data Pty Ltd</div> <div>Netcorp GPS Pty Ltd</div> <div>Netstar Australia Pty Ltd</div> <div>Pacific Telematics Pty Ltd</div>	14/07/2025	14/07/2025	All	Scheme Code	CPT_LHD

# Road Analytics service



[Home](#) [Groups](#) [Content](#) [Organization](#)



David Randall  
DRandall@austrroads.go...

## Welcome to the TAP Road Analytics service

Click on the 'Groups' tab above to access the reports and dashboards relevant to your organisation.

The TAP Road Analytics service has been developed by TCA based on input from local, state and territory road authorities.

The aggregated and de-identified data provided through the TAP Road Analytics service is representative of vehicles enrolled in one of the National Telematics Framework (NTF) telematics applications administered by TCA. The three applications currently active are the Intelligent Access Program (IAP), the Telematics Monitoring Application (TMA) and Road Infrastructure Monitoring (RIM).


The vehicles enrolled in the NTF are predominantly Restricted Access Vehicles operating under a Permit or Notice of access issued by the regulator, including SPVs, PBS-approved vehicles, OSOM vehicles, and vehicles operating at HML.

# Road Analytics service



[Home](#)   [Groups](#)   [Content](#)   [Organization](#)



 **David Randall**  
DRandall@austroads.go...

## Groups

## My groups

## Featured groups

## My organization's groups

🔍 Search my groups

1-3 of 3

## Filters

Only show groups with new membership requests



Owner

DRandall@austroads.gov.au

Another organization member

- Special groups

> Date created

### High-Productivity Freight Routes

This dashboard provides a national overview of road use by heavy vehicles enrolled in the National Telematics Framework.

Last updated: 28 May 2025 |  Viewable by: Group members

UA

User Admin

View details ...



## VIC Road Analytics

VIC Road Analytics may view and analyse aggregated information on the usage of roads by monitored heavy vehicles.

Last updated: 28 May 2025 |  Viewable by: Group members

UA

User Admin

View details ...

W

### Weighted Mean Annual Pavement Temperature

Map presenting the results of Weighted Mean Annual Pavement Temperature studies completed in 2017 and 2022.

Last updated: 27 May 2025 | Viewable by: Group members

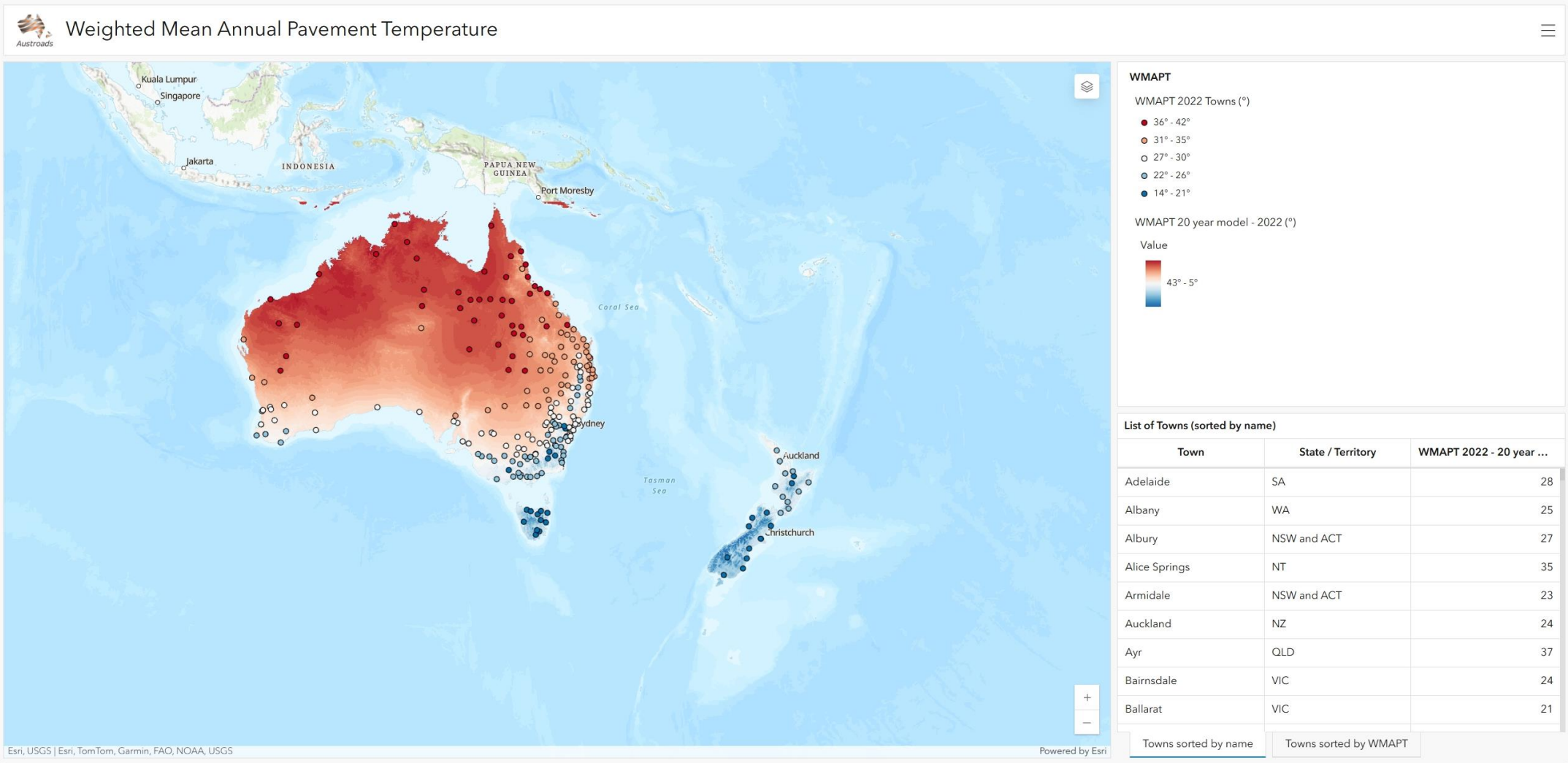
UA

User Admin

View details ...



# Road Analytics service



# Road Analytics service



tca High-Productivity Freight Routes



Esri, USGS | Esri, TomTom, Garmin, FAO, NOAA, USGS



# Road Analytics service



## tca High-Productivity Freight Routes

Filters

State filter

Australia	ACT	NSW	NT	
QLD	SA	TAS	VIC	WA

Year

All	2023	2024
-----	------	------

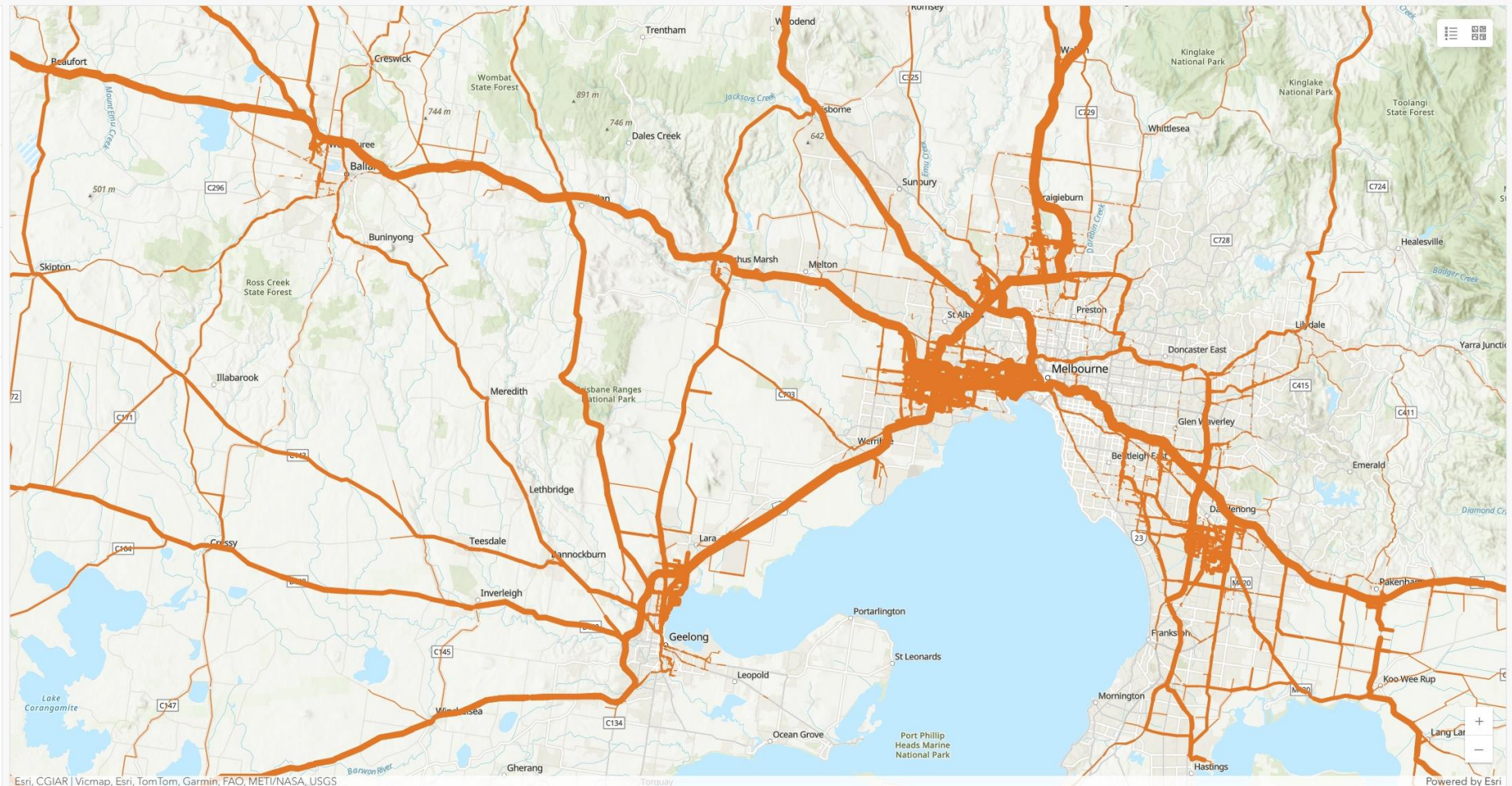
Productivity filter

1 - 10



\* "Productivity" represents the number of different vehicles that used a road on an average day, indicating how disruptive a road closure would be to the freight network.

5/10 is >18 vehicles on average; 10/10 is >270 vehicles on average.





# Road Analytics service



## tca High-Productivity Freight Routes

Filters

State filter

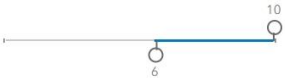
Australia	ACT	NSW	NT	
QLD	SA	TAS	VIC	WA

Year

All	2023	2024
-----	------	------

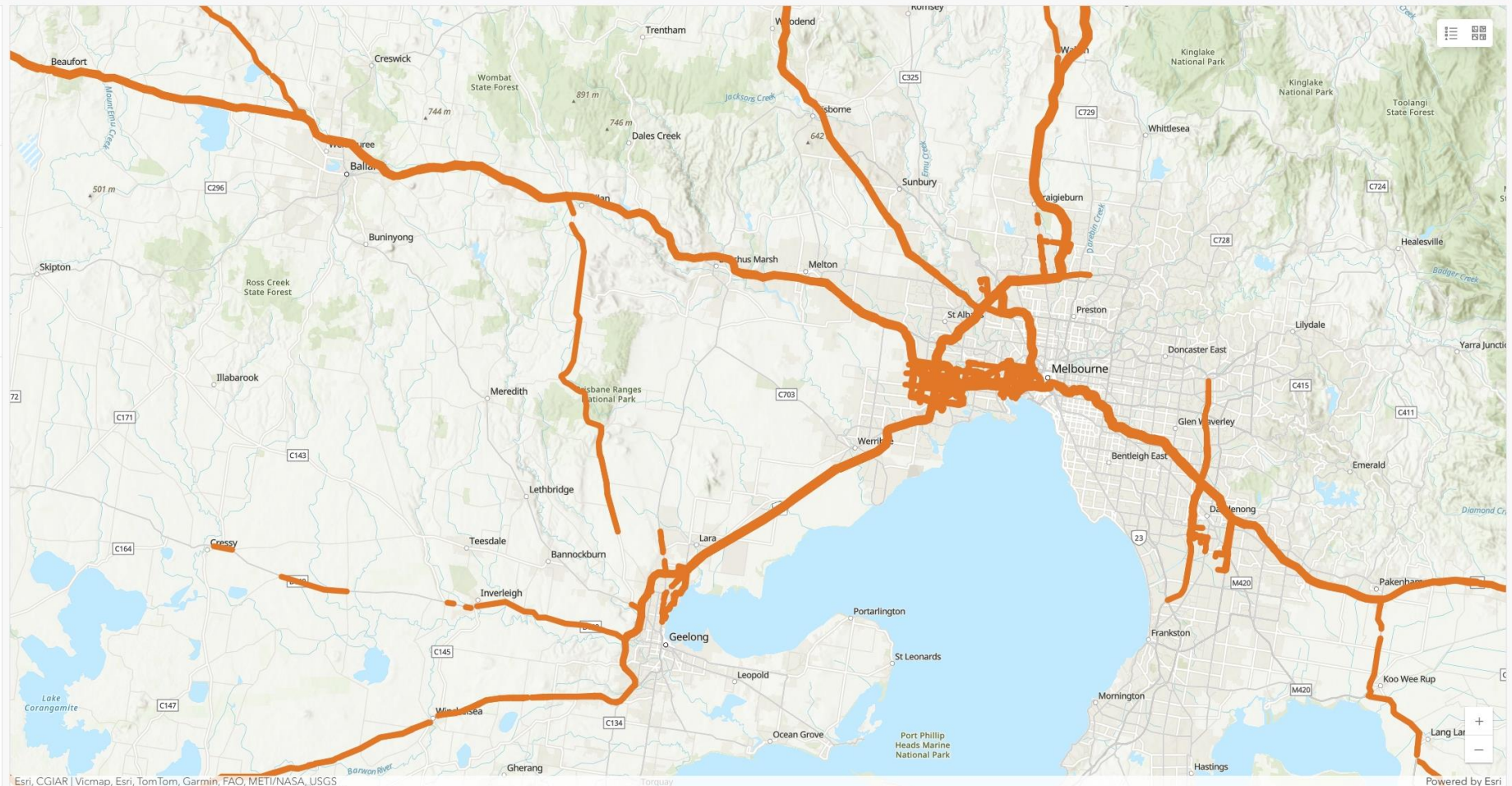
Productivity filter

6 - 10



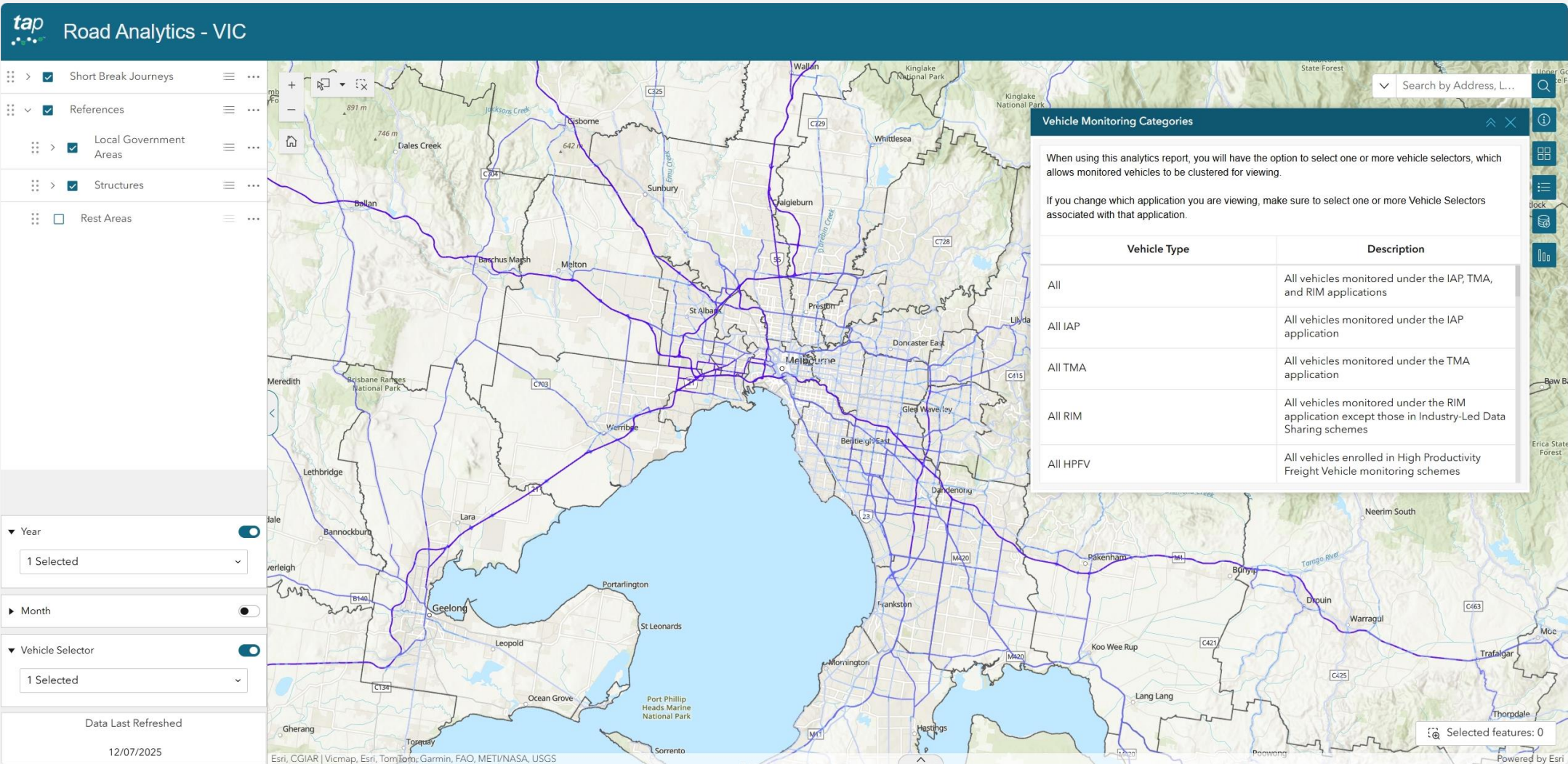
\* "Productivity" represents the number of different vehicles that used a road on an average day, indicating how disruptive a road closure would be to the freight network.

5/10 is >18 vehicles on average; 10/10 is >270 vehicles on average.





# Road Analytics service



# Road Analytics service



tap

Road Analytics - VIC

Short Break Journeys

References

Local Government Areas

Structures

Rest Areas

Year

1 Selected

Month

Vehicle Selector

3 Selected

Data Last Refreshed

12/07/2025

MIDLAND HIGHWAY

Zoom to

Road Name

Road Type

Road Hierarchy

LGA Name

Year

Month

Vehicle Selector

MIDLAND

HIGHWAY

NATIONAL OR STATE HIGHWAY

Golden Plains Shire

2025

Jan-Jul

HPFV 30-36.5m

1 of 3

Vehicle Monitoring Categories

When using this analytics report, you will have the option to select one or more vehicle selectors, which allows monitored vehicles to be clustered for viewing.

If you change which application you are viewing, make sure to select one or more Vehicle Selectors associated with that application.

Vehicle Type	Description
HPFV 26-30m	A vehicle enrolled in a High Productivity Freight Vehicle monitoring scheme, with a reported maximum length between 26.01m and 30.00m
HPFV 30-36.5m	A vehicle enrolled in a High Productivity Freight Vehicle monitoring scheme, with a reported maximum length between 30.01m and 36.50m
HPFV 36.5m+	A vehicle enrolled in a High Productivity Freight Vehicle monitoring scheme, with a reported maximum length greater than 36.50m

Selected features: 1

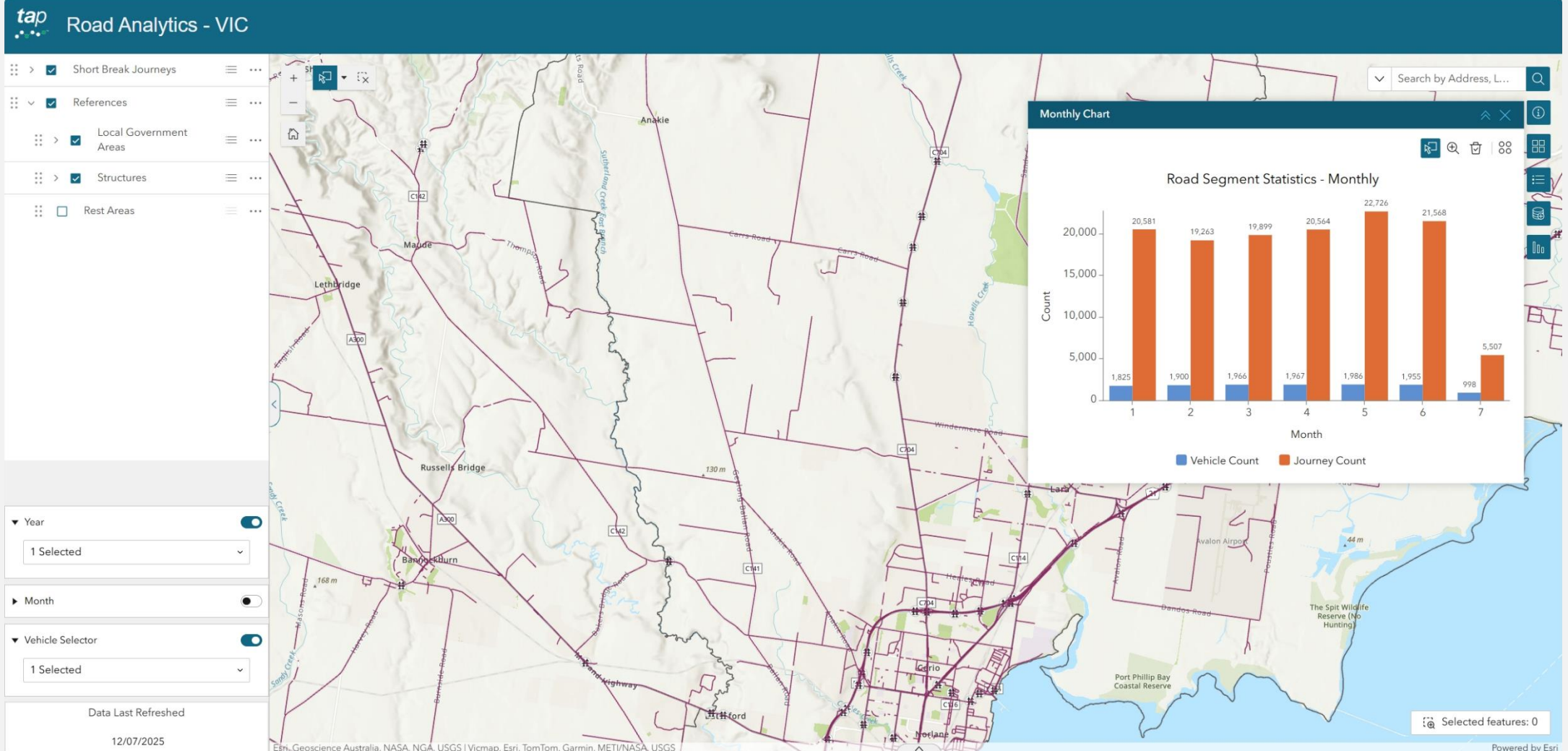
Esri, Geoscience Australia, NASA, NGA, USGS | Vicmap, Esri, TomTom, Garmin, METI/NASA, USGS

Powered by Esri

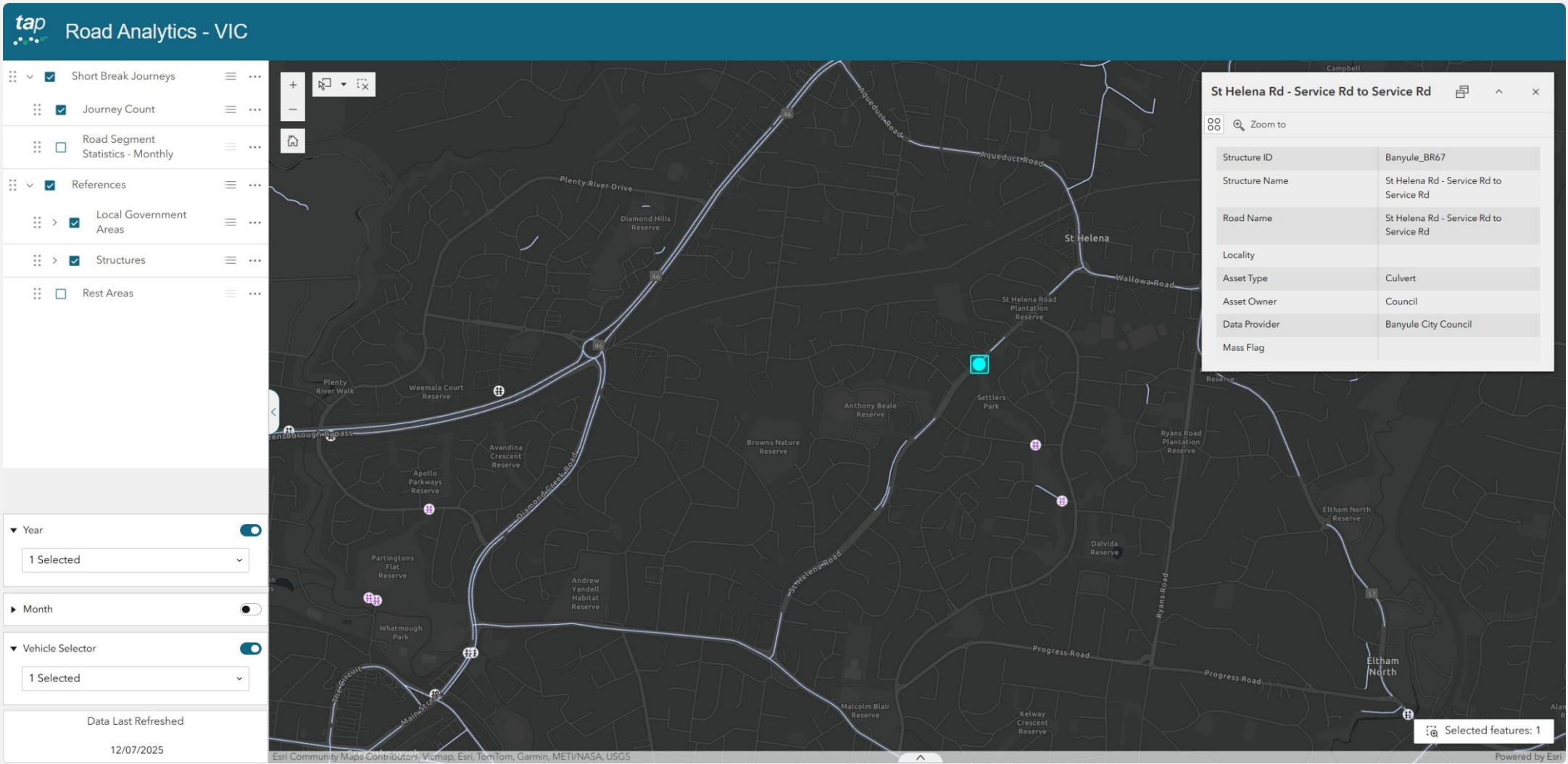
27



# Road Analytics service



# Road Analytics service





# Malfunction Management service



[Dashboard](#) [Search Malfunction](#) [Create Malfunction](#)

[Logout](#)



## Malfunction Management Dashboard

Service Provider 

All

Statistical Period 

All

By Transport Operator

Service Provider	Malfunctions				Possible Tamperers			
	Reported	Open	Overdue	Resolved	Reported	Open	Overdue	Resolved
Black Box Control Pty Ltd								
CTrack								
Geotab Australia Pty Ltd								
MiX Telematics Australasia Pty Ltd								
MTData								
Navman Wireless								
Netcorp GPS Pty Ltd								
Netstar Australia Pty Ltd								
Ron Finemores Transport								
Transport Compliance Services Pty Ltd								
V-DAQ								
Webfleet Solutions Sales B.V.								
WHG Telematics Pty Ltd								
All Service Providers								

[CSV](#) [PDF](#) [Schedule Report](#) [Admin - Maintain Scheduled Reporting](#)

Upload Updated Enrolment Reports: 

Choose File

 No file chosen

# Malfunction Management service



Dashboard Search Malfunction Create Malfunction

Logout



## New Malfunction - Open

Service Provider *	Black Box Control Pty Ltd	Malfunction Identifier	
Short Description *		Type *	Malfunction
Date Reported	14/07/2025	Date Commenced *	14/07/2025
Date To Be Resolved By *		Component *	Select a Component
Date Resolved		Description *	
Reported By	David Randall	Resolution Description	
Affected Jurisdiction *	<input type="checkbox"/> New South Wales	<input type="checkbox"/> Western Australia	<input type="checkbox"/> Victoria
	<input type="checkbox"/> Tasmania	<input type="checkbox"/> Queensland	<input type="checkbox"/> Transport Certification Australia
	<input type="checkbox"/> South Australia	<input type="checkbox"/> All	

Save Reset

# Malfunction Management service



[Dashboard](#) [Search Malfunction](#) [Create Malfunction](#)

[Logout](#)



## New Malfunction - Open

Service Provider *	<div>Black Box Control Pty Ltd</div>	Malfunction Identifier	<div></div>
Short Description *	<div></div>	Type *	<div>Malfunction</div>
Date Reported	<div>14/07/2025</div>	Date Commenced *	<div>14/07/2025</div>
Date To Be Resolved By *	<div></div>	Component *	<div>Select a Component</div> <div>Telematics Device</div> <div>OBM System</div> <div>User Interface</div> <div>ASP System</div> <div>QMS (IAP Only)</div> <div>Performance System</div>
Date Resolved	<div></div>	Description *	<div></div>
Reported By	<div>David Randall</div>	Resolution Description	<div></div>
Affected Jurisdiction *	<div><div><input type="checkbox"/> New South Wales</div><div><input type="checkbox"/> Tasmania</div><div><input type="checkbox"/> South Australia</div><div><input type="checkbox"/> Western Australia</div><div><input type="checkbox"/> Queensland</div><div><input type="checkbox"/> All</div><div><input type="checkbox"/> Victoria</div><div><input type="checkbox"/> Transport Certification Australia</div></div>	<div><div>Save</div><div>Reset</div></div>	

# Device Installation Reporting service



Device Installation Reporting

Logout

## Device Installation List

+ Add New Installation

Download List (.csv)

Items per page: 5 0 of 0 |< < > >|

Supplier	Device Model	Device ID	Vehicle	Vehicle Type	Date From	Date To	Actions
<div>No Devices found. Try adjusting your search or filters.</div>							



# Device Installation Reporting service



Device Installation Reporting

Logout

## Add Device Installation

<b>Supplier*</b> -- Select Supplier --	<b>Device Type*</b> Mass Sensor Unit
Supplier is required.	
<b>Device Model*</b> -- Select Device Model --	<b>Device ID*</b> EXAMPLE123
Device model is required.	
<b>Device Channel Count*</b>	<b>Device Location</b>
Number of device channels are required.	
<b>Vehicle Identification Number (VIN)</b> ABC1234567890	<b>Non-VIN Identifier</b>
<b>Vehicle Registration Number</b> ABC123	<b>Vehicle Registration State</b> VIC
<b>Vehicle Type*</b> TS - Trailer - Semi	<input checked="" type="checkbox"/> PBS Vehicle
<b>Date From*</b> 7/14/2025	<b>Date To</b>
<b>Comment</b> Data in this portal can be used to derive the vehicle configuration and provide context to Smart On-Board Mass data reports.	

# How to get in touch



Telematics Analytics Platform

[Click here to log in](#)



# DTPV, local government and telematics

David Moore

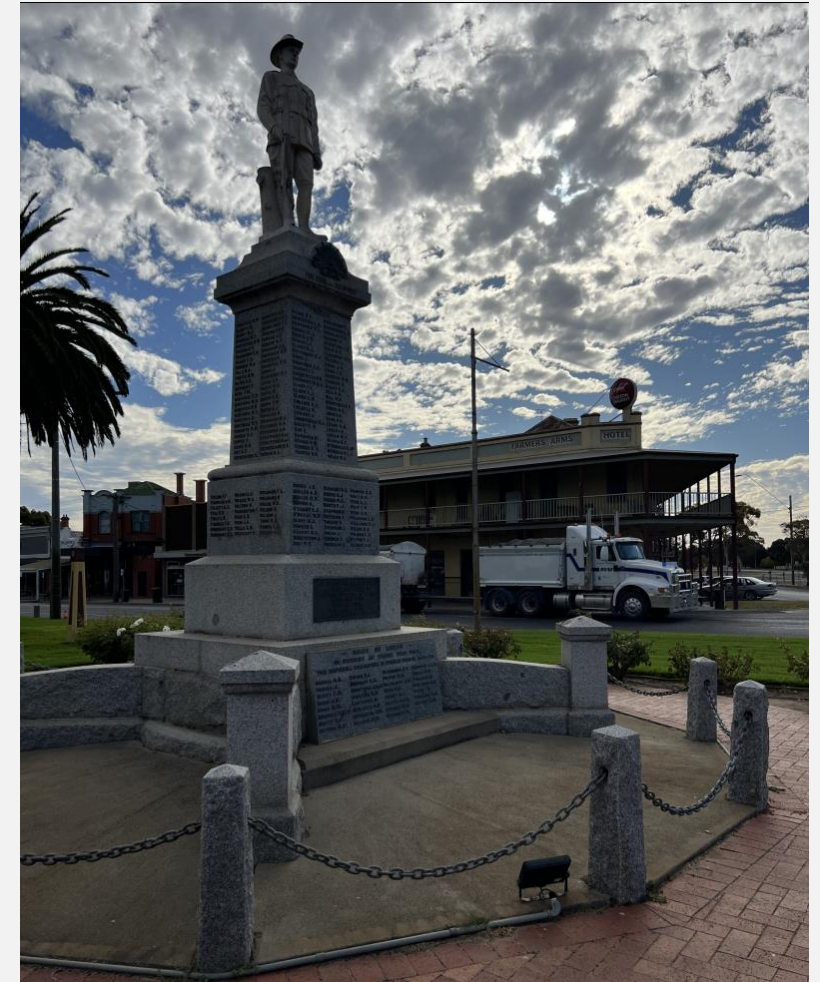




# TAPping into Victoria's road network

## All the way with LGAs

- Two decades on the road, preaching the same familiar refrain – Gazette, gazette, gazette!
- Network expansion has long been a process of chip, chipping away at the biggest barrier to the progress of our mapping goals.
- It's an issue that continues to make life difficult for all participants in the heavy vehicle sphere – not just industry groups and heavy vehicle operators, but also, we road managers, state and local, and the NHVR.





# TAPping into Victoria's road network



## All the way with LGAs

- The biggest barrier to network mapping: unnecessary permit approvals still being requested by LGAs.
- Heavy operators still need to seek permits to operate on local roads, despite many of those roads being appropriate for the vehicle in question.
- LGAs continue to issue permits year-on-year, effectively rubber-stamping approvals, when they could, should, instead, be mapping their roads on network maps.
- Reasons are varied as to why many local roads remain unmapped. The bottom line though is, once armed with the knowledge and correct information about vehicles, maps and options available, LGAs generally commit to mapping and reducing permits.

The screenshot shows a permit form from the National Heavy Vehicle Regulator (NHVR). At the top left is the NHVR logo, and at the top right is the permit number "1250XXV2". The title "B-Double Authorisation Permit" is prominently displayed. Below this is a box containing the "Heavy Vehicle National Law" text. The "Permit details" section includes fields for the permit holder "Smith & Sons Pty Ltd", the address "1 SMITH STREET SMITHVILLE, AUS", the type "B-Double", and the vehicle configuration "B-Double (Stag trailers)". At the bottom, the "Permit period" is shown with a start date of "10-Jan-2018" and an end date of "09-Jan-2020".

**NHVR**  
National Heavy Vehicle Regulator

**Permit number**  
1250XXV2

**B-Double Authorisation Permit**

**Heavy Vehicle National Law**  
This Permit is issued under the provisions of Section 143 of the Heavy Vehicle National Law for the operation of a Class 2 vehicle (as defined in this Permit) subject to the conditions set out in this Permit and any attachments.

**Permit details**

This Permit is issued to  
Smith & Sons Pty Ltd

Address  
1 SMITH STREET  
SMITHVILLE, AUS

Type  
B-Double

Vehicle configuration and description  
B-Double (Stag trailers)

**Permit period**

Start date  
10-Jan-2018

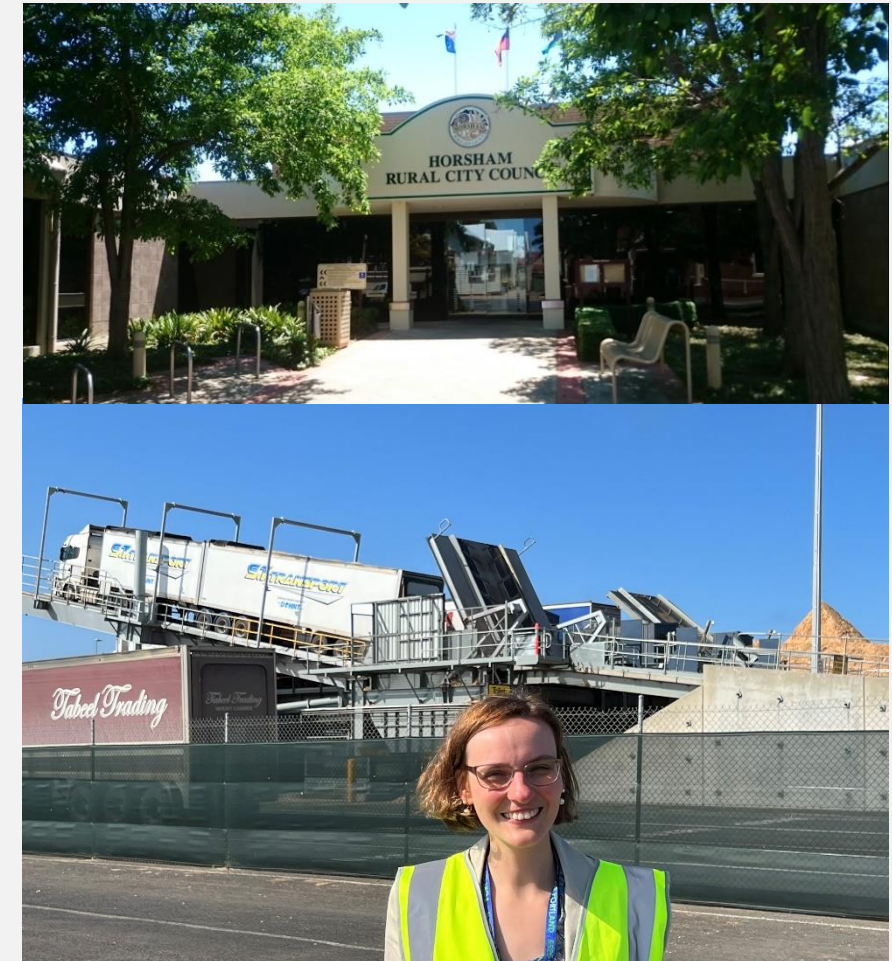
End date  
09-Jan-2020

# TAPping into Victoria's road network



## All the way with LGAs

- Personal visits, to councils and other road managers on their home turf, have proven to be the first of two silver bullets for network mapping.
- The second is Austroads' TCA Telematics Analytics Platform (TAP) Tool.
- TAP has provided Freight Victoria with the ability to not only showcase the visible proof of where some of the longer and heavier segments of the fleet are, actually, travelling on LGA roads.
- Just as important, TAP, since it was launched and rolled out early in 2023, has given DTP better access to council officers, a foot in the door, so to speak.



# TAPping into Victoria's road network

## Relationship between DTP, LGAs & the NHVR

- The NHVR, under the Heavy Vehicle National Law, guides road authorities such as DTP, and LGAs and other roads managers, along a path of harmonisation.
- The NHVR's aims to, broadly:
  - drive sustainable improvements to safety, productivity and efficiency;
  - minimise regulatory burdens while ensuring the objects of the HVNL are achieved and duty holders meet their obligations; and
  - reduce duplication of, and inconsistencies in, heavy vehicle regulation.



### Heavy Vehicle National Law and Regulations

#### Heavy Vehicle National Law (HVNL)

• [Heavy Vehicle National Law \(HVNL\)](#) | PDF 4.5MB

#### HVNL Regulations

- [Heavy Vehicle \(Fatigue Management\) National Regulation](#) | PDF 633KB
- [Heavy Vehicle \(General\) National Regulation](#) | PDF 639KB
- [Heavy Vehicle \(Mass, Dimension and Loading\) National Regulation](#) | PDF 2.5MB
- [Heavy Vehicle \(Registration\) National Regulation](#) | PDF 278KB
- [Heavy Vehicle \(Vehicle Standards\) National Regulation](#) | PDF 1.4MB

#### Background

The National Heavy Vehicle Regulator (NHVR) administers one set of laws for heavy vehicles over 4.5 tonnes gross vehicle mass. This set of laws consists of the Heavy Vehicle National Law (HVNL)\* and five sets of regulations.

The HVNL commenced on 10 February 2014 in the Australian Capital Territory, New South Wales, Queensland, South Australia, Tasmania and Victoria. Each of them passed a law that either adopts or duplicates the HVNL (with some modifications) as a law of that state or territory.

Although the HVNL has not commenced in Western Australia or the Northern Territory at this time, the HVNL applies equally to vehicles from those jurisdictions when they cross into one of the states or territories where the HVNL applies. In some cases, drivers may also need to comply with certain aspects of the HVNL before they cross the border (eg. [work diary requirements](#)).

\*The HVNL is the schedule to the Heavy Vehicle National Law Act 2012 (Old).

#### Application laws of the states and territories

Each state and territory covered by the HVNL has passed legislation that modifies some aspects of the HVNL for that state or territory.

JURISDICTION	ACT	REGULATIONS
ACT	<a href="#">Heavy Vehicle National Law (ACT) Act 2013</a>	N/A
NSW	<a href="#">Heavy Vehicle (Adoption of National Law) Act 2013</a>	<a href="#">Heavy Vehicle (Adoption of National Law) Regulation 2013</a>
Queensland	<a href="#">Heavy Vehicle National Law Act 2012 (Old)</a>	<a href="#">Heavy Vehicle National Law Regulation 2014</a>
South Australia	<a href="#">Heavy Vehicle National Law (South Australia) Act 2013</a>	<a href="#">Heavy Vehicle National Law (South Australia) (Expiry Fees) Regulations 2013</a>
Tasmania	<a href="#">Heavy Vehicle National Law (Tasmania) Act 2013</a>	<a href="#">Heavy Vehicle National Law (Tasmania) Regulations 2014</a>
Victoria	<a href="#">Heavy Vehicle National Law Application Act 2013</a>	<a href="#">Heavy Vehicle National Law Application (Infringements) Regulations 2013</a>

#### Does the HVNL apply to heavy vehicle transport activities on private roads?

In some cases, yes.

However, the NHVR's role as a national coordinator for access management doesn't extend to negotiating access to private roads that aren't accessible to the public, such as those on mining sites. Under the HVNL, private road managers remain responsible for managing access to their own properties.

#### States and territory HVNL derogations

Any derogation to the HVNL is the responsibility of each state and territory and can found either on the relevant jurisdiction website or their parliamentary counsel website.



# TAPping into Victoria's road network



## Relationship between DTP, LGAs & the NHVR

- The first of Victoria's Heavy Vehicle Map Networks were published in February 2014.
- Three published maps – one for B-doubles, another for Higher Mass Limits access, and a third for 4 & 5 Axle Cranes.
- Before these maps Victoria's LGAs had approved appropriate roads to be listed in Victorian Gazette Notices and an associated biennial B-double/HML Bulletin.
- At that time operators requiring access for all other heavy vehicles had to rely solely upon permit approvals, subject to access reviews and a payment.



# TAPping into Victoria's road network

## Relationship between DTP, LGAs & the NHVR

- Mapped networks were created, updated and maintained by our little team until they were transitioned to the NHVR in late December of 2023, all 108 of them.
- The NHVR houses and manages all of Victoria's mapped networks – now numbering 119 - The list is shown here of the vehicle groupings now mapped.
- DTP remains responsible for the creation of new networks, as well as the maintenance and updating of any new and all existing maps.
- DTP is responsible for the state's arterial roads and assets but maintains a very close and nurturing relationship with its local road managers.
- While LGAs remain rightly responsible for approving mapped access on their roads and assets, DTP continues to assist all local road managers with the mapping of appropriate roads on all 119 Victorian networks



NHVR GO



HIDE NETWORK DETAILS

← BACK

Victoria



Networks

Low or Zero Emission Heavy Vehicles (LZEHVs) ^

Victoria's pre-approved Low or Zero Emission Heavy Vehicles (LZEHVs) Volvo FM & FH Semi-Trailer (7.5t steer, 44.0t GCM) network map. This map shows all approved arterial and municipal roads that operators of these Volvo Semi-Trailer models can use, so long as operators have been issued with an NHVR access permit.



☒ Victoria's Volvo Semi Trailer LZEHV Pre-Approved Network ?

High Productivity Livestock Vehicles (HPLVs) v

PBS & HPFV Combinations v

Class 1 Vehicles v

Class 2 Combinations v

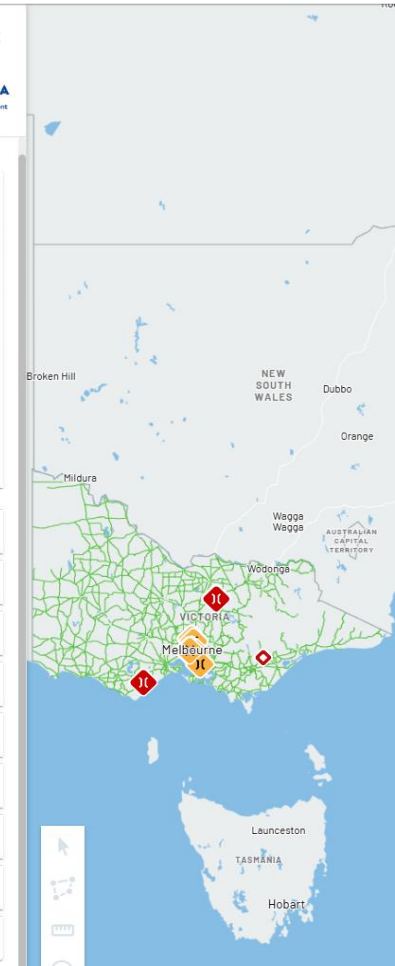
Oversize & Overmass Agricultural Vehicles & Implements v

Port of Melbourne Networks v

Emergency & Emergency Preparedness Vehicles v

Class 2 & 3 Controlled Access Buses v

Miscellaneous Networks v

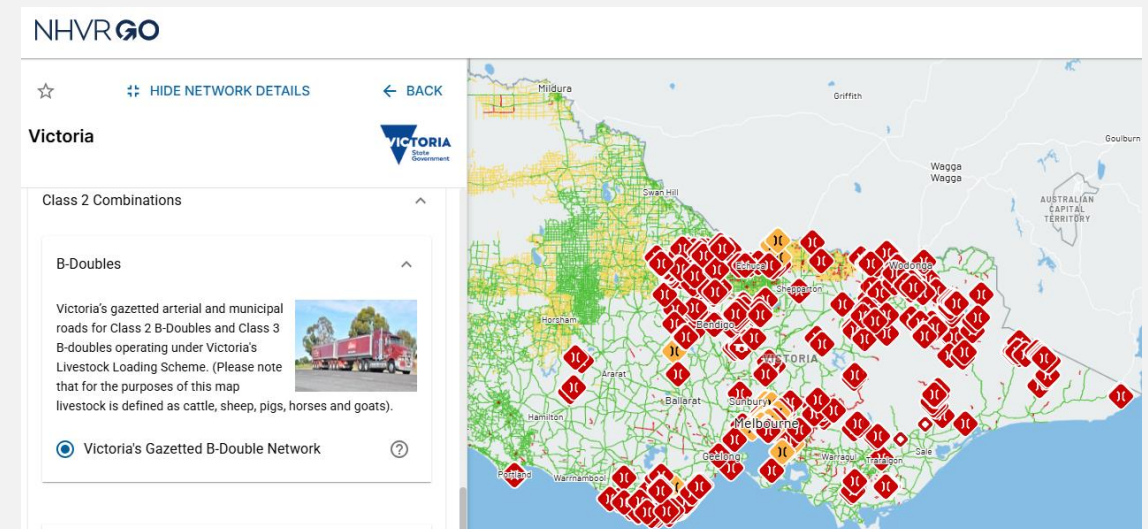


# TAPping into Victoria's road network



## Relationship between DTP, LGAs & the NHVR

- DTP is an intermediary between the NHVR and local government, assisting road managers on the finer points of all manner of heavy vehicle access advice and guidance. Dotting the i's and crossing the t's, so to speak
- Since the map transition from DTP to NHVR 20 months ago, many councils have been trained to self map their networks.
- A handful of LGAs have taken on that task, but for a variety of reasons, most still rely on DTP to facilitate the mapping process.
- DTP has recently embedded an NHVR-paid mapping officer within our Freight Victoria team. Jess Lopez has been with us for five months now and has both the authority and capability to map roads on behalf of the LGAs.

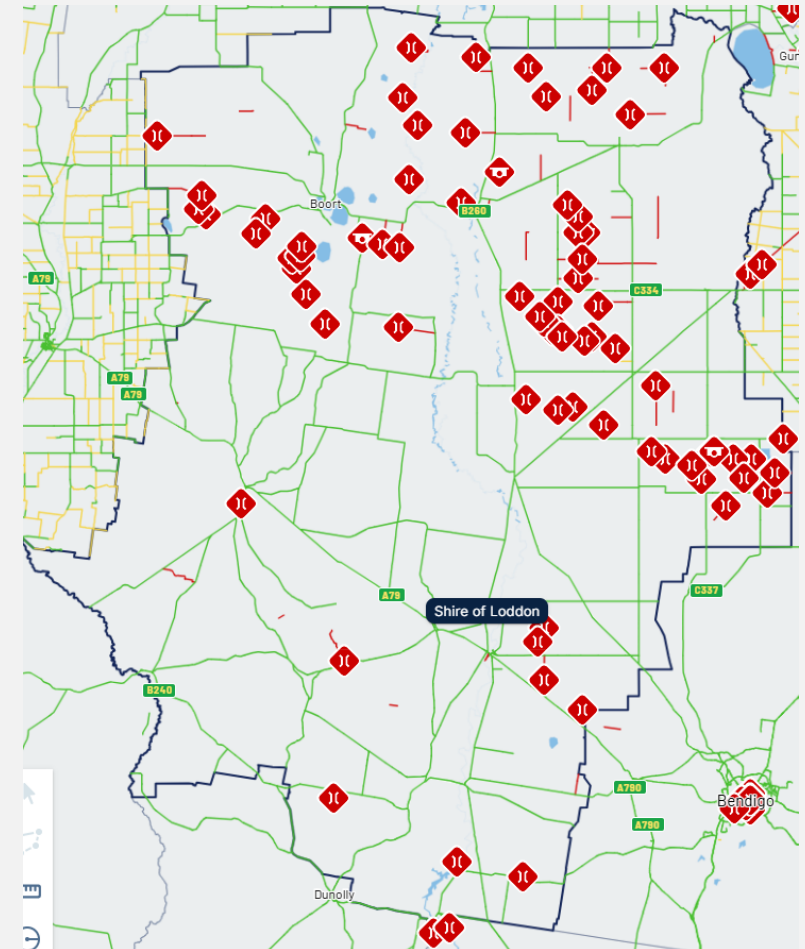


# TAPping into Victoria's road network



## Challenges for LGAs v DTP and the NHVR

- LGAs often lack the knowledge, resources, time and sometimes, sadly, the inclination to deal proactively with the demands of heavy vehicle access.
- It's the reason why permit access has persisted so long in some councils.
- Way too many councils still rely too heavily on the permit process.
- Many LGAs are dotted with ancient structures and many unsealed roads, and don't have the adequate staff to deal with the constant heavy vehicle access requirements coming at them.





# TAPping into Victoria's road network



## Challenges for LGAs v DTP and the NHVR

- One reason why some LGAs persist with permits, and another challenge for LGAs, is asset protection and a lack of knowledge of the capacity of some of their structures.
- DTP has the bridge engineers to deal with the 6000-odd structures and they know the capabilities of these structure.
- Many LGAs, however, don't know the capacity of many of their bridges, and most don't have the bridge engineers or knowledge on tap to deal with access requests over those bridges.
- Routes remain closed to mapped heavy vehicle traffic because of the fear of the unknown.
- High turnover of staff turnover in LGAs is also a major stumbling block. Particularly evident to those dealing daily with councils.



# TAPping into Victoria's road network



## Challenges for LGAs v DTP and the NHVR

- The main challenge for DTP is to maintain relationships with state local road managers.
- DTP needs these relationships and open channels of communication because it acts as a broker between industry and road managers to build the mapped networks.
- Another challenge, since LGAs have been trained by the NHVR to self map, is being left out of the loop - not knowing what changes councils have made to their networks.
- Part of the agreement DTP signed up to before the mapped networks transitioned to the NHVR was transparency and retaining our involvement in map changes.



# TAPping into Victoria's road network



## Challenges for LGAs v DTP and the NHVR

- There are a few challenges facing the NHVR, as I see it, but the main ones DTP is hopeful that the Regulator will focus on are to continue to:
  - Iron out issues and bugs within the NNM and the Portal. Still a work in progress, particularly with layers relating to asset symbols for level crossing etc., and areas of operation.
  - Educate and re-train existing LGA staff and identify and train new LGA officers as they replace those who regularly move on – not just about the virtues of mapping over permits, but also about heavy vehicles in general.

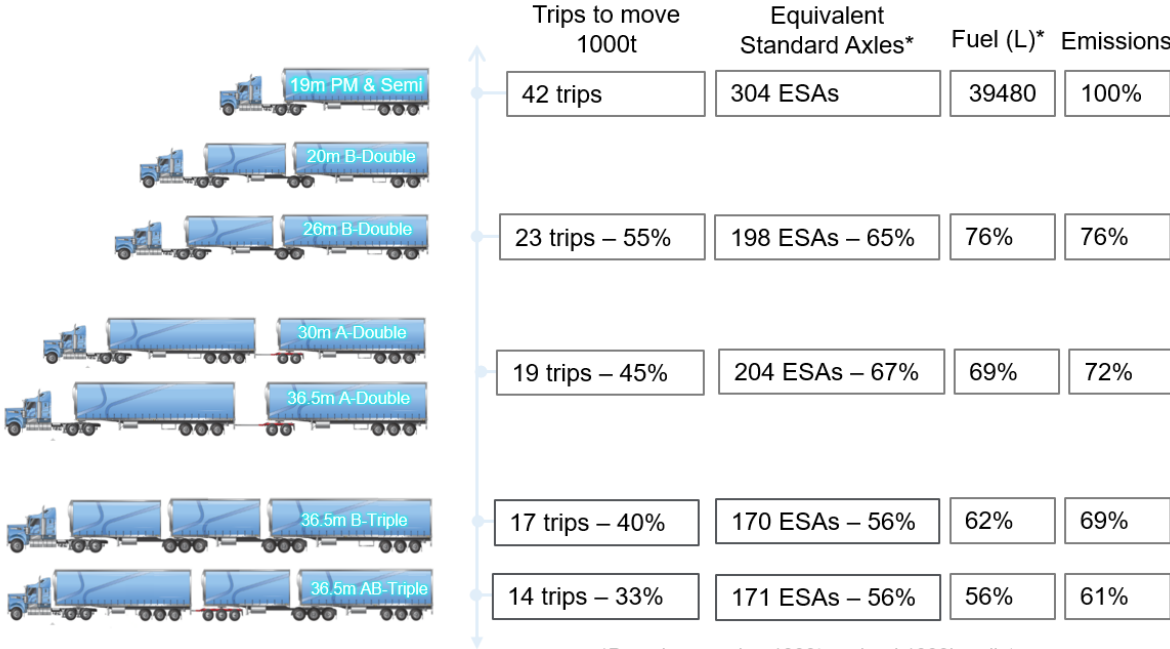
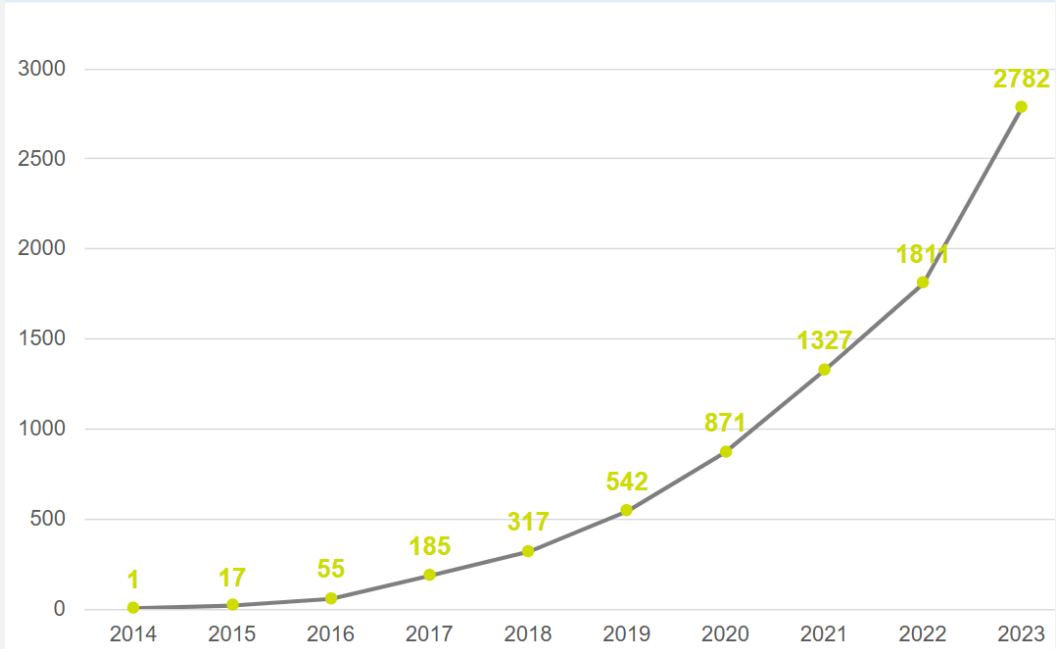


# TAPping into Victoria's road network



## Challenges for LGAs v DTP and the NHVR

PBS (HPFV) uptake over the years



\*Based on moving 1000t payload 1000km distance with 1000km unladen return travel

Scheme Group	Scheme Code	Scheme Name	Data Type	Jul 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025
Total TMAHPFVIC	--	--	Operators	536	559	574	594	600	614	650	662	683	694	707	705
			Vehicles	3890	4107	4228	4323	4399	4465	4581	4632	4758	4811	4867	4774
			Enrolment	3949	4161	4287	4377	4453	4525	4638	4684	4809	4868	4924	4833

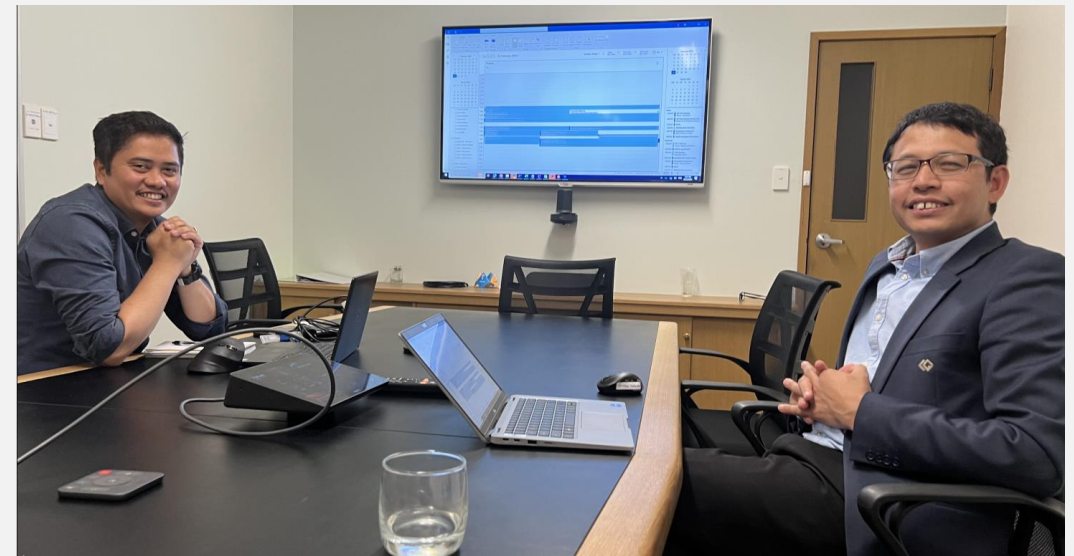


# TAPping into Victoria's road network



## How DTP has supported LGAs to use telematics and provide data to enhance the NHVR's NNM

- DTP's earlier iterations long encouraged Heavy Vehicle Policy officers such as myself to go forth and meet with local road managers to expand the B-double/HML network.
- As the focus moved from bulletins to network maps with the emergence of the NHVR, visit were made to almost all 31 metropolitan LGAs.
- In the ensuing years we've met with every one of Victoria's 79 councils, most physically, others via Microsoft Teams.
- Met with 62 councils on their premises, as well as all ports and toll road operators, a couple of airports, a handful of alpine resorts and DEECA



# TAPping into Victoria's road network



## How DTP has supported LGAs to use telematics and provide data to enhance the NHVR's NNM

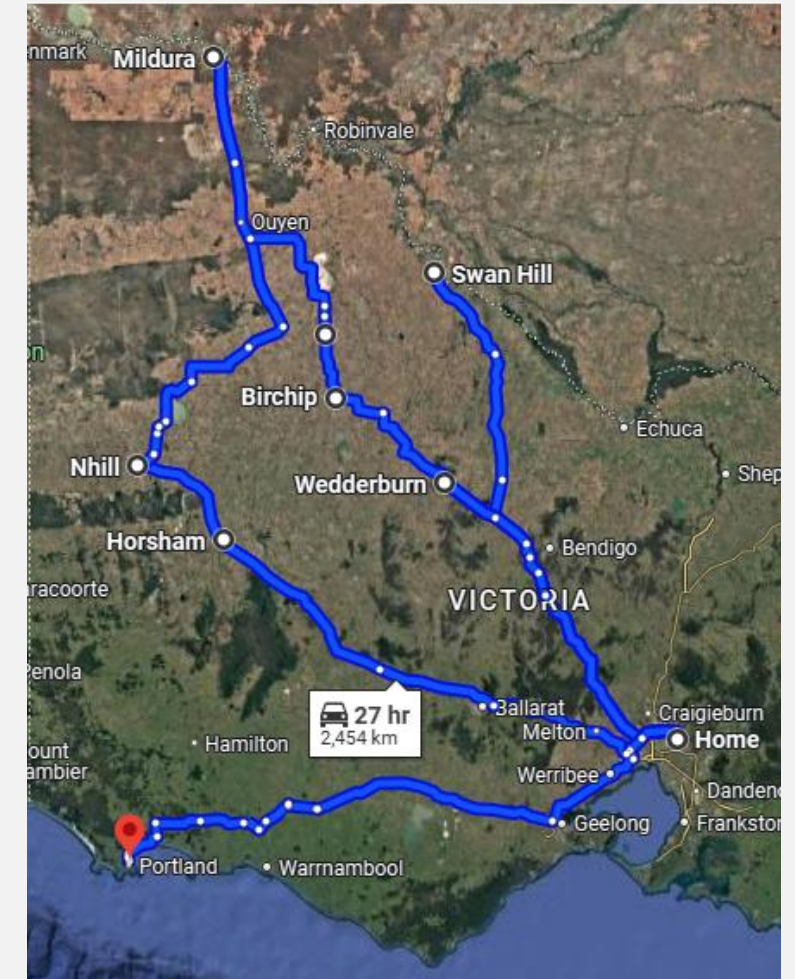
- 'LGA Heavy Vehicle Health Checks'. DTP now meets, either face-to-face or via teams, with all road managers every two years.
- Last month we returned to Wangaratta Shire. Last week, for the first time, we met with Rural City of Swan Hill and Loddon Shire staff at their offices.
- There's been a rapid increase of local roads appearing on the NHVR mapped networks since DTP purchased 80 TAP Tool licences from TCA back early in 2023, and with their blessing, began training willing road managers.
- It's a very rewarding feeling to see the rapid, sometimes instant, awareness when a council officer see's the light and then gives us the **green** light to have their roads mapped.



# TAPping into Victoria's road network

## How DTP has supported LGAs to use telematics and provide data to enhance the NHVR's NNM

- Until recently, the stated focus our trips and on-line meetings was to train LGA staff to use TAP.
- It's clearly important to get the LGAs to use a tool which allows them to see how many and how often longer/heavier freight vehicles, as well larger cranes, are operating on their local roads.
- But my main mission has been to meet face-to-face with new, young, enthusiastic local access officers and engineers and discuss their local Heavy Vehicle road access issues.
- The key has been to get into in a room with council decision makers, to show them the how and whys, and that we really do care about them and their often significant road access issues.





# TAPping into Victoria's road network



## How DTP has supported LGAs to use telematics and provide data to enhance the NHVR's NNM

- Our meetings last week with Swan Hill and Loddon councils perfectly illustrates how much both the personal contact and the training in the use of TAP for mapping purposes grows networks.
- Rural City of Swan Hill not only amended and approved multiple roads on its PBS/HPFV networks after viewing the tool. It also came away from the meeting armed with knowledge prompting the approval and wide-spread expansion on more than half a dozen networks.
- Loddon Shire, a council with very few mapped roads, with an almost total reliance on permits, is also now on board. Similar to Swan Hill, half a dozen networks are now flagged for amendment and livestock and grain transport operators, in particular, will benefit from the Shire's approval to finally map key first/last kilometre access to key destinations.





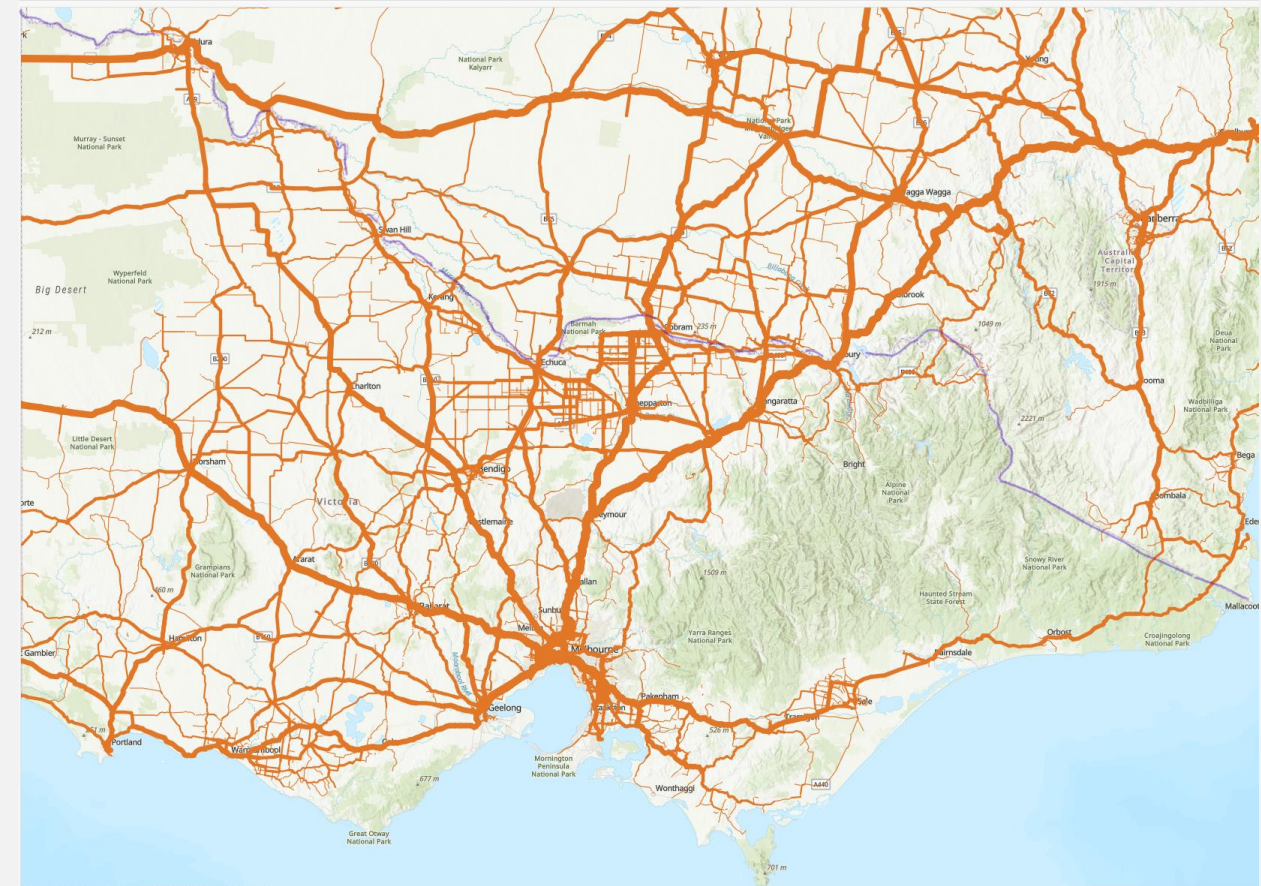
# TAPping into Victoria's road network



## How DTP has supported its Regions to use telematics access to decision making

- TAP is the icing on the cake for heavy vehicle network access expansion on local roads, but it does far more for others in DTP and for road managers in general.
- Influences and, in many cases, provides evidentiary proof for business cases submitted for project funding such as bridge strengthening and targeted road improvement and maintenance.
- TAP's High Productivity Freight Routes traffic volume indicator, is now regularly being used by DTP regions for bridge and road upgrades.

etca High-Productivity Freight Routes

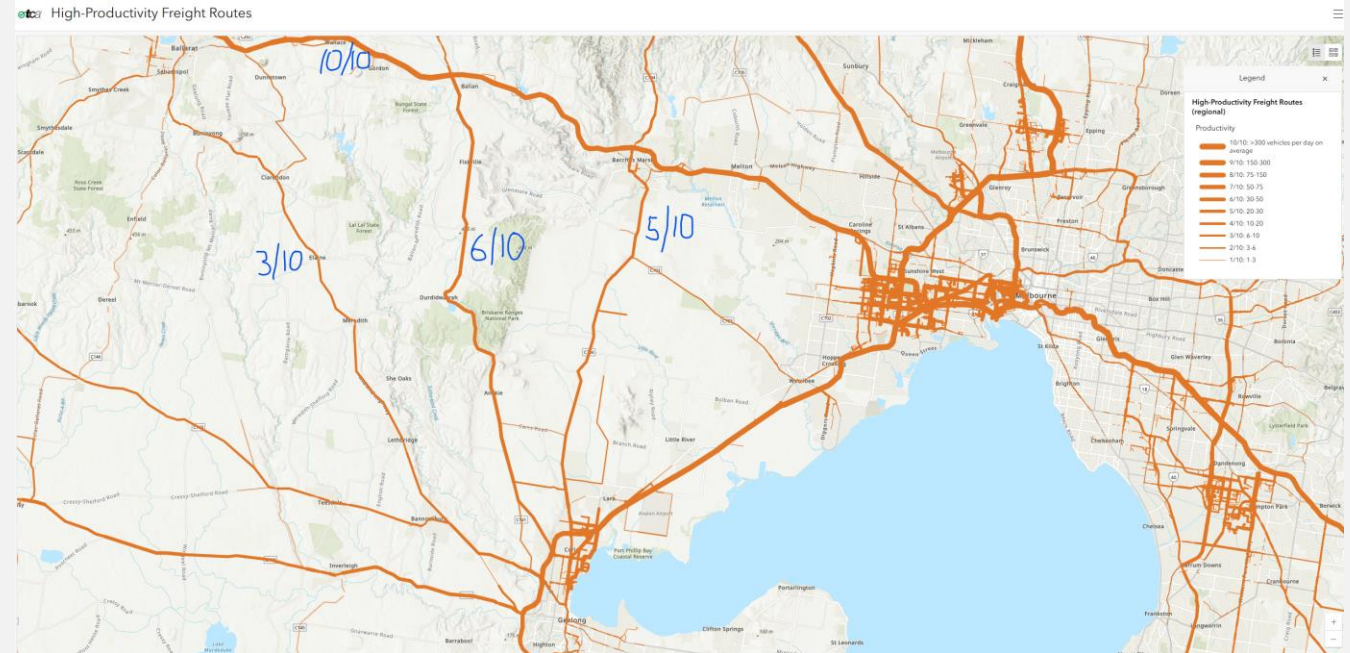


# TAPping into Victoria's road network



## How DTP has supported its Regions to use telematics access to decision making

- DTP has not only rolled out the TAP Tool to LGAs and other road managers. We've also arranged TAP licences for, and provided training to, dozens of DTP Regional colleagues.
- A perfect case in is Barwon South-West Region's realisation that telematically-tracked HPFVs are using alternative routes between Geelong and Ballarat rather than the shorter, more direct general traffic route.
- Barwon South-West discovered that Ballan-Geelong Road is now the preferred HPFV route operators use to access Port of Geelong.



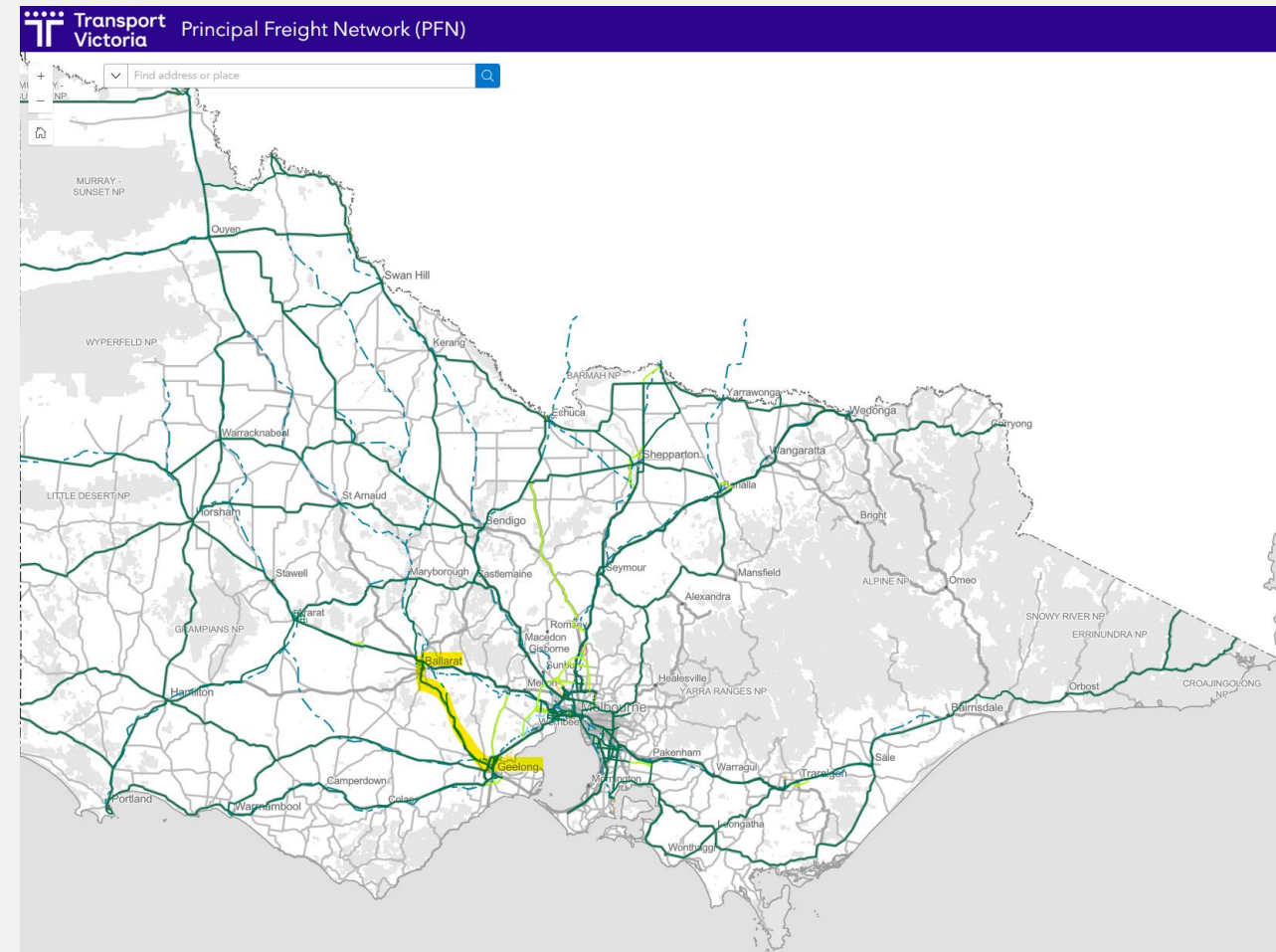


# TAPping into Victoria's road network



## How DTP has supported its Regions to use telematics access to decision making

- See right that the Midland Highway is clearly shown as the major Geelong-Ballarat transport route on the PFN.
- The revelation, that the Midland is no longer the preferred route, has led to the region re-prioritizing some of its projects for such things as road maintenance, upgrades and future proofing of the network.

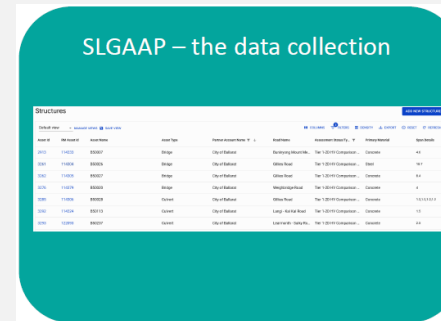


# TAPping into Victoria's road network



## Future plans

- NHVR's Strategic LGA Assessment Project (SLGAAP) – Phase 3, funding for Level 2 bridge assessments & collection of LGA bridge data for its National Automated Access System (NAAS).
- Contact: David S. White(NHVR)  
[David.S.White@nhvr.gov.au](mailto:David.S.White@nhvr.gov.au)
- DTP's Heavy Vehicle Structural Assessment Program (HV-SAPs): Class 1 & 2 Permits delivered in minutes for zero dollars.
- Contact: Ian Mond (DTP)  
[Ian.Mond@transport.vic.gov.au](mailto:Ian.Mond@transport.vic.gov.au)



## DTP Bridge Assessment

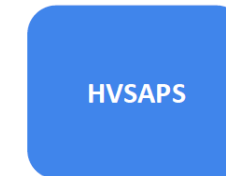
### The new process



Operator  
Applying for  
access



In the NHVR  
Portal



DTP  
automatically  
process



Returns the  
results



Access or no  
access

10-15 minutes for 90% of cases and \$0 to operator



# Questions?



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# Upcoming Austroads webinars



Topic	Date
LED Lighting in Existing Road Tunnels - Best Practice Approaches	29 July
Road Manager Operations Capability Framework	6 August
Austroads' Review of Movement and Place Guidance	21 August
Sustainability Review of Austroads Technical Specifications and Test Methods	2 September
Managing the Unexpected: A Framework for TMC Response to ITS Outages	28 October

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