

NEW STRATEGIES FOR SUSTAINABLE GROWTH 1-2 APRIL 2014 MELBOURNE, AUSTRALIA



Overview : The Regulatory Scene in Australia

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National Technical Leader
Congestion, Freight and Productivity
ARRB Group



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BACKGROUND



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Regulatory telematics

- Intelligent Access Program – 2008
- Speed monitoring - 2008
- On-board mass monitoring - 2010
- Electronic work diary – Operational pilot completed, 2013
- Compliance framework for HV telematics, NTC paper Dec 2013

In the future:

- Heavy vehicle charging (HVCI)
- Co-operative ITS (C-ITS)
- Big data



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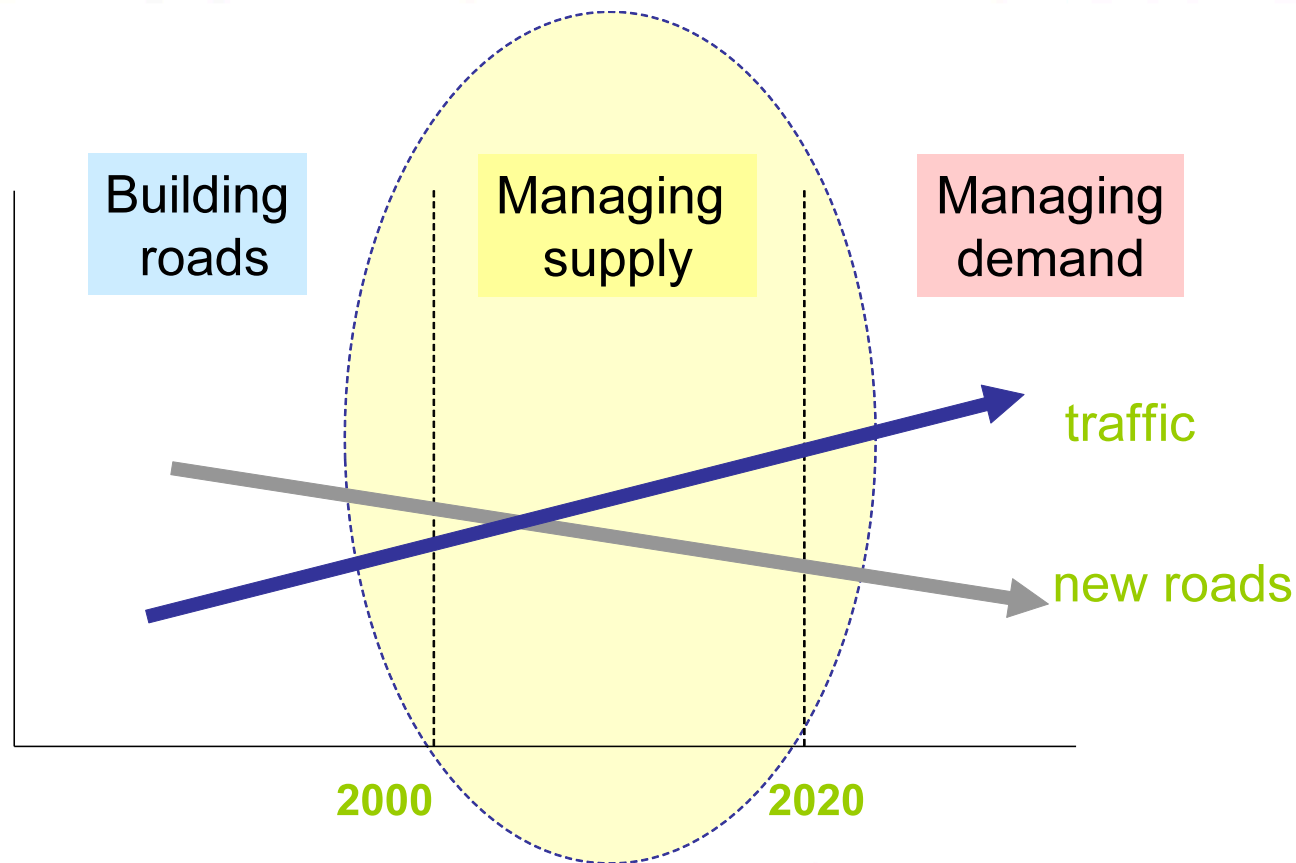
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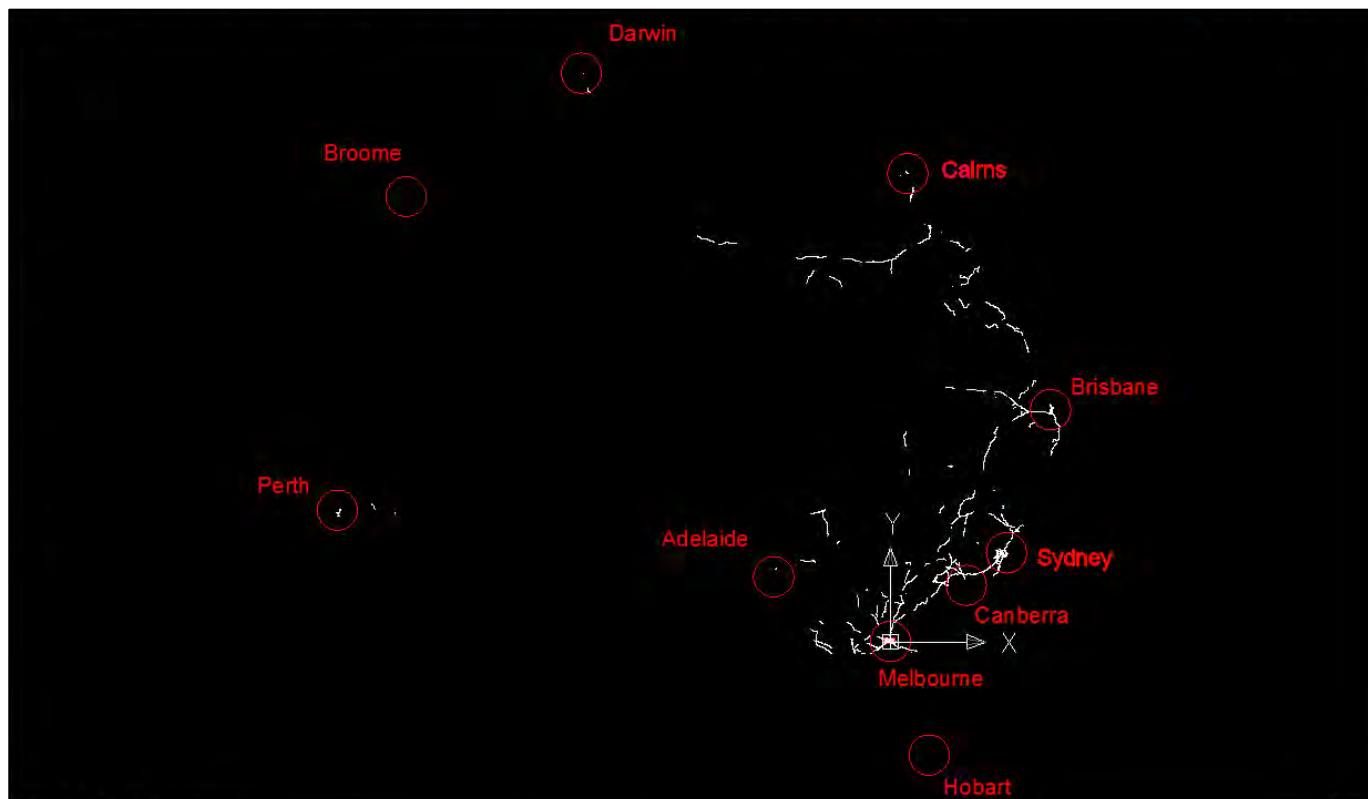
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REGULATORY TELEMATICS



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REGULATIONS *For Operation of* AIRCRAFT



— Commencing January 1920 —

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

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1953 Germany
mandatory

First tachograph
introduced in 1835
for railways



2006 EU
Digital,
mandatory

1985 EU
Analogue,
mandatory



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USA latest news:
11 March 2014

The Federal Motor Carrier Safety Administration is to publish a proposed rule to mandate electronic logging devices (ELDs) for hours-of-service compliance and establish minimum performance standards for those devices. The FMCSA will publish the rule in the *Federal Register* for public comment.



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NATIONAL DRIVER WORK DIARY

(NOTE: NO CARBON REQUIRED. INSERT FOLD OVER FLAP UNDER EACH SET.)



ORIGINAL
(to remain in book)

NATIONAL DRIVER LOG BOOK DAILY SHEET (Use for 1 calendar day only)

SAMPLE

Part A Driver Details and Date of Activity

Driver's Name John Citizen Driver Licence Number 123456 State/Territory of Issue Vic Security No. VAA 000000

Sunday ☐ Monday ☒ Tuesday ☐ Wednesday ☐ Thursday ☐ Friday ☐ Saturday ☐

3 / 8 / 98
Day Month Year

Part B Particulars to be entered below at the time of each change of activity or motor vehicle

Registration Number of the motor vehicle (only record once per page if no change of vehicle has occurred):

and

Place name where change of activity occurred

	1	2	3	4	5	6	7	8	9	10	11	Neon	1	2	3	4	5	6	7	8	9	10	11	Midnight	Total Hours
Solo Driving																									11.45
Working (excluding driving)																									0.45
Rest																									11.30

Midnight 1 2 3 4 5 6 7 8 9 10 11 Noon 1 2 3 4 5 6 7 8 9 10 11 Midnight

Two-up driving

Other two-up driver's name _____ and their Licence Number _____

Part D Driver Certification

I certify the above information is correct in every detail Driver's signature John Citizen



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Australian progress:

- National HV driver fatigue legislation Sept 08
- Electronic work diary operational pilot completed in 2013
- NHVR tasked with developing an implementation plan



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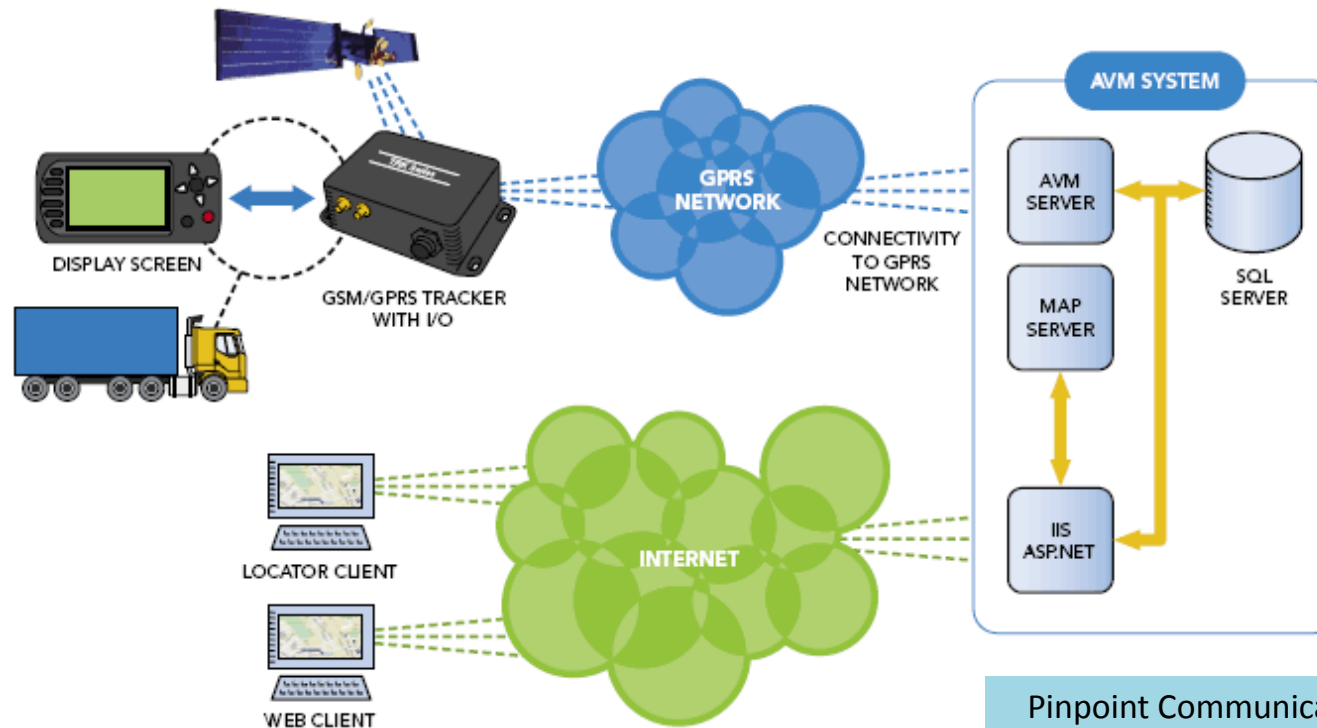
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Pinpoint Communications AVM System



Pinpoint Communications



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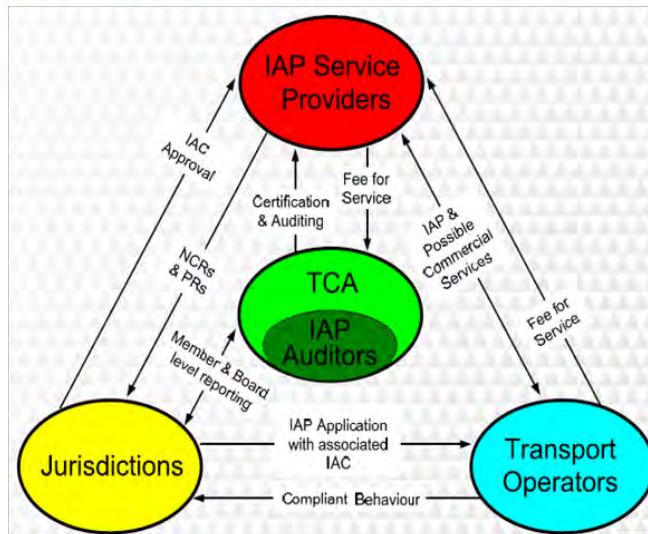
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Reference number of working document: **ISO/TC 204/ 15638-1**

Date: 2012-04-18

Reference number of document: **ISO/DIS 15638-1**

Committee identification: **ISO/TC 204/WG 7**

Secretariat: **ANQI**

Intelligent transport systems — Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV) — Part 1: Framework and architecture

Élément introductif — Élément principal — Partie n: Titre de la partie

Warning

This document is not an ISO International Standard. It is distributed for review and comment. It is subject to change without notice and may not be referred to as an International Standard.

Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

DESCRIPTOR: Publication

Document type: **International Standard**
Document subtype:
Document stage: **(50) Publication**
Document language: **E**

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ISO 15638 : Intelligent transport systems — Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV)

CORE

- 15638 -1 TARV -Framework and architecture
- 15638 -2 TARV -Common platform parameters using CALM
- 15638 -3 Operating requirements, 'Approval Authority' approval procedures, and enforcement provisions for the providers of regulated services
- 15638 -4 TARV -System security requirements
- 15638 -5 TARV – Generic vehicle information
- 15638 -6 TARV -Regulated applications
- 15638 -7 TARV -Other applications

REGULATORY APPLICATIONS

- 15638 -8 Vehicle access monitoring
- 15638 -9 Remote electronic tachograph monitoring
- 15638 -10 Emergency messaging system/eCall
- 15638 -11 Driver work records
- 15638 -12 Vehicle mass monitoring
- 15638 -13 Mass penalties and levies
- 15638 -14 Vehicle access control
- 15638 -15 Vehicle location monitoring
- 15638 -16 Vehicle speed monitoring
- 15638 -17 Consignment and location monitoring
- 15638 -18 ADR (Dangerous Goods) monitoring
- 15638 -19 Vehicle parking facilities



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ITS Europe, Geneva 2008



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NSW Police driving iPad Minis in traffic notices app trial:
A four-week trial of the new Mobile Notices app was conducted throughout September 2013 in NSW

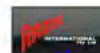


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<http://www.zdnet.com/nsw-police-driving-ipad-minis-in-traffic-notices-app-trial-7000020588/> 12 Sept 2013

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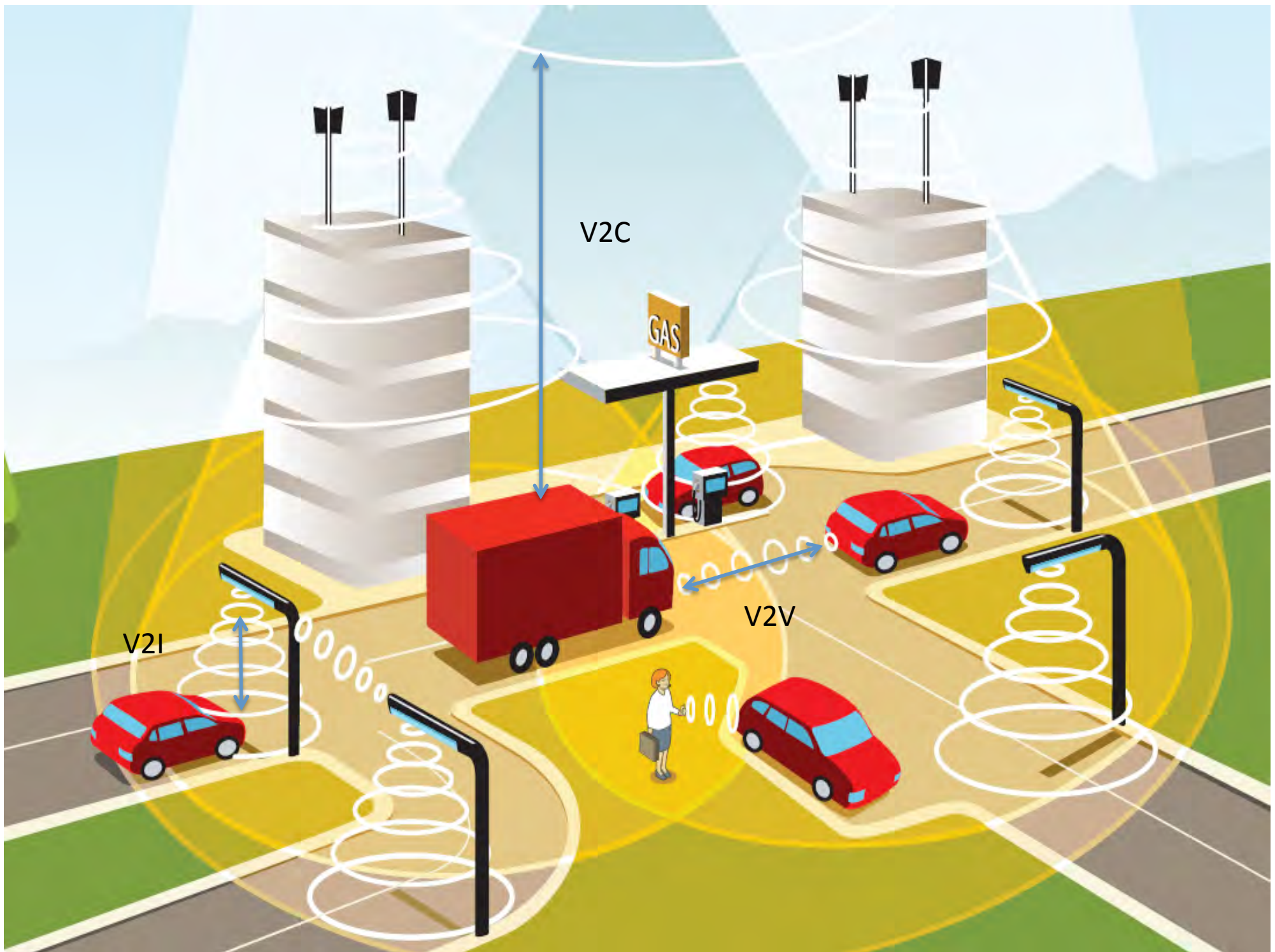


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FINAL POINTS



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Key issues

- Privacy and surveillance
 - personal information of drivers
- Compliance and enforcement
 - treatment of small breaches
- Access to the electronic data
 - Safety Management System Approach (ISO 39001)
“Safe Systems”



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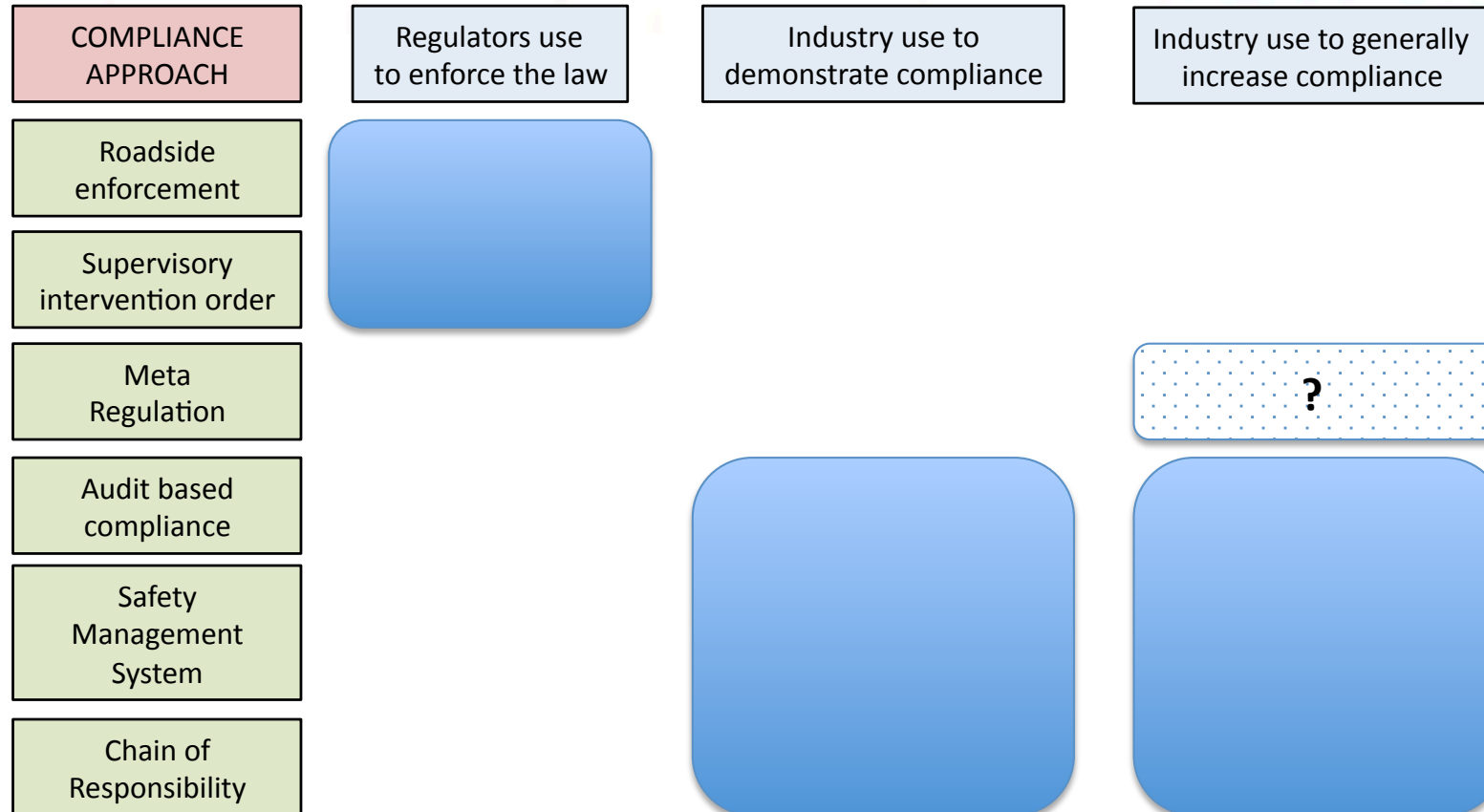
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Adapted from: Developing a compliance framework for heavy vehicle telematics, discussion paper, NTC 2013, p72

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The journey

- Solution - trial and error
- Model deployment, savings for industry and government



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