Session 4: **The power of policy**

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About TCA

- We're a national government organisation – TCA's 'Members' are the road and transport agencies from across Australia (including the Commonwealth)

- We are increasingly being seen as the 'regulator' of the telematics industry – across policy areas

- TCA provides **assurance** through the use of technology and systems

- *TCA ensures technology and systems (including the business and operational environments) work as intended…and in service*

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NATIONAL, STATE AND LOCAL REGULATORS

TCA
ADVICE, ACCREDITATION, ADMINISTRATION

National Telematics Framework

One thing that TCA does is administer the *National Telematics Framework*

The first application of the Framework was the Intelligent Access Program (IAP)

The Framework has became an international standard :

ISO 15638: *Framework for Collaborative Telematics Applications for Regulated Commercial Freight Vehicles*

Implementation of the Electronic Work Diary (EWD) under this Framework is now underway

Transport industry adoption

The good news is that the transport industry is leading the way

- There are around 80,000 prime movers in the country

- Approximately 35,000 have some form of telematics device

- Over 25,000 have Telematics IVUs which satisfy TCA requirements and/or or only require minor tweaks to do so

Transport industry adoption

The **Entry Options** initiative was originally developed by TCA in conjunction with the NSW Government

It dealt with the challenge of legacy systems and hardware, the providing transport operators with the option of using existing telematics in-vehicle hardware for the IAP

Transport industry adoption

Of all the hardware (13 separate types) we reviewed, none fully met the functional and technical requirements of the *Telematics IVU Specification*

Most hardware types *could* be upgraded, but it was more cost effective to simply retire legacy systems and adopt more modern equipment

The Entry Options initiative remains available today. However, telematics IVUs are now commodities

Technology disruptions
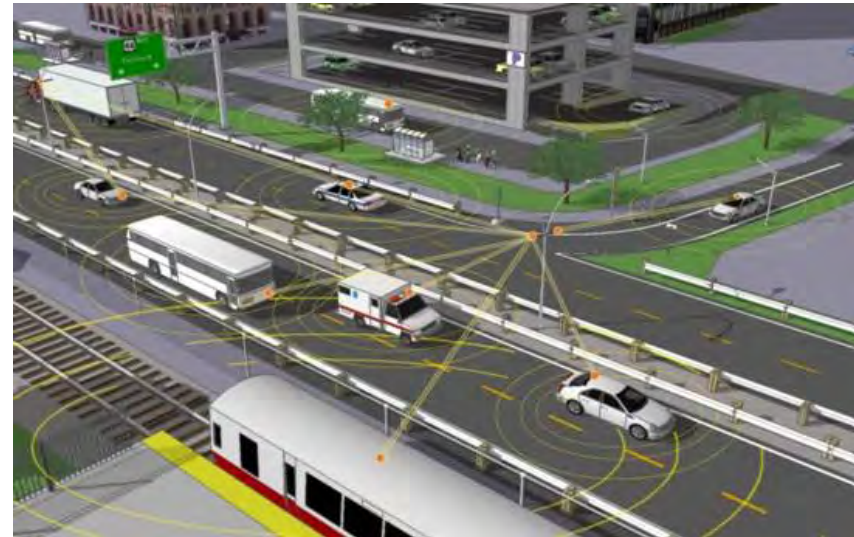
Technology disruptions

Turning our minds back to heavy vehicles, it's clear we still haven't achieved the full benefits of telematics

In 2014 the NTC performed a review of the IAP, to assess the *realised* benefits against the projected benefits contained in the NTC's 2005 RIS

Technology disruptions

Notably, the NTC found that only half of the 'opportunities' identified in 2005 have been implemented by Road Managers and Regulators

Technology disruptions

Putting aside the findings of the NTC review of the IAP, it's apparent that the road transport industry hasn't pushed road managers and regulators for greater access, through technology like the IAP, as strongly as expected

Where is the disruption?

Technology disruptions

In this sector, there is a tendency to use technology to address existing problems…

…rather than looking to different ways of regulating and regulated entities doing business (ie disrupting the model)

Case study 1: PBS Super Quad Road Trains

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The IAP has been applied as a condition of access for 60m long PBS-approved Super Quad Road Trains in Western Australia, with a payload of 140 tonnes

In fact, it is industry adopting the IAP in ways we never contemplated, and represents a genuinely innovative approach to regulation

Case study 1: PBS Super Quad Road Trains

Besides using the IAP for route and speed management (a gross speed limit of 90km/h is applied), the IAP is also being used to ensure compliance with:

- 'Headway' conditions (200m)

- Overtaking restrictions (no overtaking)

Case study 1: PBS Super Quad Road Trains

This is an example transport industry and regulator working together to disrupt the traditional access model

Case study 2: Electronic Work Diary (EWD)

Work is underway to implement the Electronic Work Diary (EWD)

The EWD is an electronic system which will record the work and rest times of a heavy vehicle driver, and will offer an alternative to paper written work diaries

Case study 2: Electronic Work Diary (EWD)

Besides providing an electronic means to record work and rest periods, the EWD provides a new way for drivers and operators to 'look forward'…

…particularly when linked with other on-road and off-road information

Case study 3: Traveller Information Service

TCA is working with Main Roads WA, the Port of Fremantle and the transport industry to deploy a Traveller Information Service

This initiative follows an initial proof-of-concept led by TCA during 2014

Case study 3: Traveller Information Service

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The Traveller Information Service enables the aggregation and harmonisation of multiple sources of data, from multiple origins

This merged data will then be made accessible to providers of telematics services 'in the cab' to drivers

TCA is working with to leverage the use of 'on-road' and 'off-road' data from other regions

Case study 3: Traveller Information Service

The Traveller Information Service will:

- Use 'real-time' data and information from Main Roads and the Port of Fremantle

- Provide drivers with confidence that data published through the Service can be relied upon to make decisions 'up-stream'

TCA will be seeking expressions of interest from the telematics sector and the transport sector by mid-2016

Making it happen

These examples of innovative applications of technology don't happen by accident!

They've each required a concerted effort by industry and government stakeholders to work together to identify *and* realise opportunities

Technology is an enabler, not the solution

Technology is an enabler, not the solution

Take away points

(1) What if the operators of the 25,000 heavy vehicles with IVUs that meet regulatory requirements took control of the agenda, by demanding productivity and safety improvements using regulatory telematics programs?

(2) There are opportunities in front of us…but they can only be realised if we're prepared to 'disrupt' existing arrangements

Take away points

(3) A standardised telematics approach allows transport operators to leverage regulatory and non-regulatory 'apps' – IAP, ISC, OBM and EWD

(4) Don't use technology to simply fix today's problems – look at how new regulatory and business models can be created