

## Technology and data – short form submissions received on HVNL review microsite

V3: 23/11/2020

<b>Contribution ID</b>	<b>Date</b>	<b>Name</b>	<b>Organisation</b>	<b>Which technology and data options do you prefer and why?</b>	<b>Which technology and data options do you least prefer and why?</b>	<b>Do you have any further comments about technology and data?</b>
734	29/10/20	Michael Holden	Bustle Technology	<p>All of them - They will allow carriers to genuinely make movements towards a more connect industry and away from paper.</p> <p>If we had to pick 1 - I'd say 6.2 as the first option because it would get carriers to start populating their data in to portals that ultimately lead to 6.1 and refining the data rulesets. All business supplying tech to carriers should be operating under government standards around personal information and data protection as part of their solution. Determining how to share that in a confidential and trusted way can see 6.2 flow to 6.1 and then 5.4</p>	None	<p>There are a mix of systems in Australia some of which don't understand the landscape or help the carriers especially the mum and dads (70% of Aussie truck supply).</p> <p>Allowing carriers to chose from a list of technology systems that are aligned to Australia's HVNL will ultimately help transport adopt systems that line them up with NHVR requirements without burden placed on the smaller businesses that cannot afford the same tech suites as the Tier 1's despite being a majority of the tier 1 supply.</p> <p>Taking this step will move the NHVR towards a more transparent, safer and connected industry that also provides Government with</p>

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						non-sensitive data towards better planning of road and infrastructure.
745	3/11/20	Residential Traffic Safety Council	Residential Traffic Safety Council	<p>MetroCount traffic data</p> <p>Used worldwide. Australian. Affordable. Reliable. Every heavy vehicle counted on a road by axel and AustRoad class.</p> <p>This is what councils can use to find out where they need to actively manage heavy vehicle traffic on local roads. It takes away the 'we have no resources' excuse.</p>	4 people going top to tail over one vehicle ignoring road surface and big picture.	Metro count is affordable. Many councils use it already. Most do not even know it counts and classes heavy vehicles. The software allows sharing between councils. It counts space between vehicles. It literally can predict where accidents are likely to happen. It can certainly be used to target enforcement resource allocation with precision.
761	20/11/20	Leah Stapleton	Qube Logistics	6.2a Ability to carry and produce electronic documentation this reduces the paperwork burden on operators & the ability for the to provide paperwork to an operator while in transit to pick up, for example.	<p>6.2b - Documentation to be produced in a specified period. This option again presents unquantifiable impacts &amp; introduces extra administrative reactive requirement.</p> <p>Its understandable to work towards a framework that supports standardisation. However, concerns are raised in regards to data &amp; how this would relate to more cost for an operator (transactional charging from GPS providers).</p>	The requirement for IVMS to be a mandatory requirement would level the field & set a safety standard for any heavy vehicle industry participant. For example, someone who does not have IVMS Fatigue monitoring/EWD & additional fatigue risk control systems (fatigue detection systems) can provide lower transport costs as they do not incur the associated hardware & ongoing monitoring costs.

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					Both small & large companies would need to absorb the additional costs as passing this on to consumers would be unachievable. Smaller entities within the industry (I.E - 1-5 trucks traveling short distances) trying to compete with larger corporations would be further disadvantaged.	Yet such businesses have business structures whereby high face to face engagement (risk reduction) with operators/ drivers is already in place therefore, IVMS is a cost burden to already reduced risk operations. Same risks different controls that produce similar outcomes.