



10th July 2020

Response to National Transport Commission

Government access to vehicle-generated data

Background

The ARTSA Institute (ARTSA-i), formed in 2020 has evolved from the Australian Road Transport Suppliers Association (ARTSA) with a focus as a road transport industry think tank (www.artsa.com.au/institute). Its main aim is to conduct studies and provide quantitative evidence that will benefit the road transport industry and the community at large. In particular, ARTSA Institute wants to contribute to the discussion that will lead to improvements in safety, productivity and environmental policy decisions affecting the road transport industry and is already conducting high quality research activities. Current projects include:

- Heavy vehicle braking calculator project to verify Australian Design Rule (ADR) compliance for multi combination vehicles
- Heavy vehicle truck fire causation and prevention strategies
- Heavy vehicle replacement parts guidance manual

Each of these projects has been funded through the National Heavy Vehicle Regulator (NHVR) safety initiative. ARTSA-i has co-authored reports on Performance Based Standards (PBS) with both the NHVR and Transport Certification Australia (TCA) to demonstrate the uptake of PBS and the task that PBS vehicles perform.

NTC paper

ARTSA-i is a quantitative analysis organisation. Its mission includes the gathering and analysis of meaningful data in order to strengthen policy formulation in the heavy vehicle domain. We are already active in this space with collaborative projects with NHVR and TCA and are in discussions with Austroads on a concept of gathering data.

Our expertise lies in the heavy vehicle space and in the information and data that can be gathered from heavy vehicles including trucks, trailers braking modules and engine management systems. Married with other data that can be gathered from driver monitoring for fatigue and distraction and the valuable information that comes from in-cabin and exterior cameras, there is enormous benefit that can be gathered from the sharing of what is essentially private data in a more collaborative space. The challenge is to bring this together across technology platforms, different suppliers as well as many different operators. To date information gathered by Government agencies has largely been derived as a result of activities such as registration, licencing, compliance and enforcement. There has not been any attempt to form a partnership that engages suppliers, operators and ultimately compliance and enforcement communities. This drives to the point of **Question 13** where a conversation needs to be had to establish the types of data, their sources and the mechanism by which this data might be captured.

As with many initiatives it may be best to start with some pilot programs to find the points of resistance and also collaboration. Data integrity, data security, costs and benefits will all underpin the ability to succeed as will decisions around the organisation or agency responsible for the task. Will it be necessary to provide legislative backing for such an initiative versus a trade-off model where costs are balanced with benefits offered for participating.

ARTSA-i favours the **Option 2** approach of a data exchange partnership between industry and government that will identify opportunities for exchanging vehicle-generated data as well as develop standards and consider proof of concept

We agree with **Question 4** as to the low uptake but only in respect of government access to the data. There is plenty of data being collected. There is simply not a trusted mechanism to allow it to be shared at the present time.

We agree with **Question 6** in that whilst there is a need for a national aggregator, it is just as likely that a more collaborative approach will end up being the most practical outcome and that this will occur via a series of pilots to prove the concept.

We agree with **Question 10** in that road safety improvements should be the initial priority for data exchange. ARTSA-i has prepared a project involving data collaboration to do with “near miss” events for heavy vehicles. We are in discussion with a variety of parties and agencies to see if this concept of collaboration can be agreed and taken forward. This fits our conclusions above regarding pilot studies that include all players from suppliers, operators and key agencies.

Concluding remarks

ARTSA-i supports **Option 2 from the NTC’s paper**: Establish a data exchange partnership between industry and government that will identify opportunities for exchanging vehicle-generated data as well as develop standards and consider proof of concept.

We would be pleased to be involved in the on-going work of the NTC and other agencies in this collaborative space.

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