



Technology for a **moving** **world**

TomTom's vision is a safe, connected, autonomous world, free of congestion and emissions. To achieve this, we are on a mission to create the most innovative technologies to help shape tomorrow's mobility.

We have products on the Australian market, such as our TomTom [Go Professional](#) which helps users plan, drive, and deliver efficiently by providing customized routes for truck, bus, or van's dimensions, weight, cargo and maximum speed and our mapping data is behind TomTom Telematics solutions.

Our target market is the approx. 370,000 General Access vehicles travelling throughout Australia, however, we do support and publish preferred vehicle routes in our product.

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List of questions:

Question 1:

Why do access decision timeframes vary so significantly? To what extent does the HVNL cause or allow access decision delays?

TT - No Response

Question 2:

Most road managers can grant consent within seven days. Given this is the case, should we reduce the 28-day timeframe currently in the HVNL? Should we introduce a mechanism to deal with a nil response?

TT – No Response

Question 3:

Is vehicle classification useful? Does the new HVNL need a vehicle classification system and, if so, should it be different from the current system?

TT - A standard national classification and mapping schema would allow the interstate variances to be less problematic. This would be a good first step towards creating greater transparency in the permit process.

Question 4:

What are the challenges road managers face under the HVNL access decision-making framework? Which road managers do it well, and why? Why are some road managers struggling with access?

TT – We are regularly consuming open data and requesting Road Controlling Authorities release their data as Open Data. From our discussions with road managers, there is a lack of available funds to allow them to actively manage their roading assets adequately. This also leads to an opportunity to utilize emerging technologies to employ a more cost-effective solution to road audit/surveys.

Limiting factors to innovation in this area are transparency of decision making and lack of open and available data.

A nationwide dataset showing the confidence (Risk Rating) Road Controlling Authorities (RCA's) have on the data for each road segment would help road users to plan routes on higher confidence roads where possible, and thus reduce the permit approval process time.

Question 5:

Should the law allow for external review of access decisions?

Yes, given there are a large number of authorities approving decisions with unclear decision-making processes. There needs to be greater transparency on the process and greater access and availability of data.

The RCA all have different appetites for Risk and thus all share and expose their data differently.

Many organizations are fearful of exposing their data as open data as they know it is out of date, incomplete and contains errors. Good data is better than mediocre data, but mediocre data is better than nothing. Having a quality statement on the data allows users and consumers to be aware of the shortcomings within the data.

Sharing data with the community can also be a useful way to gain feedback on errors in data.

Question 6:

Have we covered the issues with access under the current HVNL accurately and comprehensively? If not, what else should we consider?

TT – No response

Question 7:

How can the new HVNL work, most likely with other reforms, to best support optimised use of our transport assets and vehicles?

TT – [Open government reform](#) – Promoting transparency, empowering citizens, fighting corruption and harnessing new technologies to strengthen governance.

Question 8:

How can the new HVNL expand as-of-right access and generalize access authorisations? Can we remove time limits for notices, for example?

TT – Through transparency, increased open data, and through harnessing new technologies.

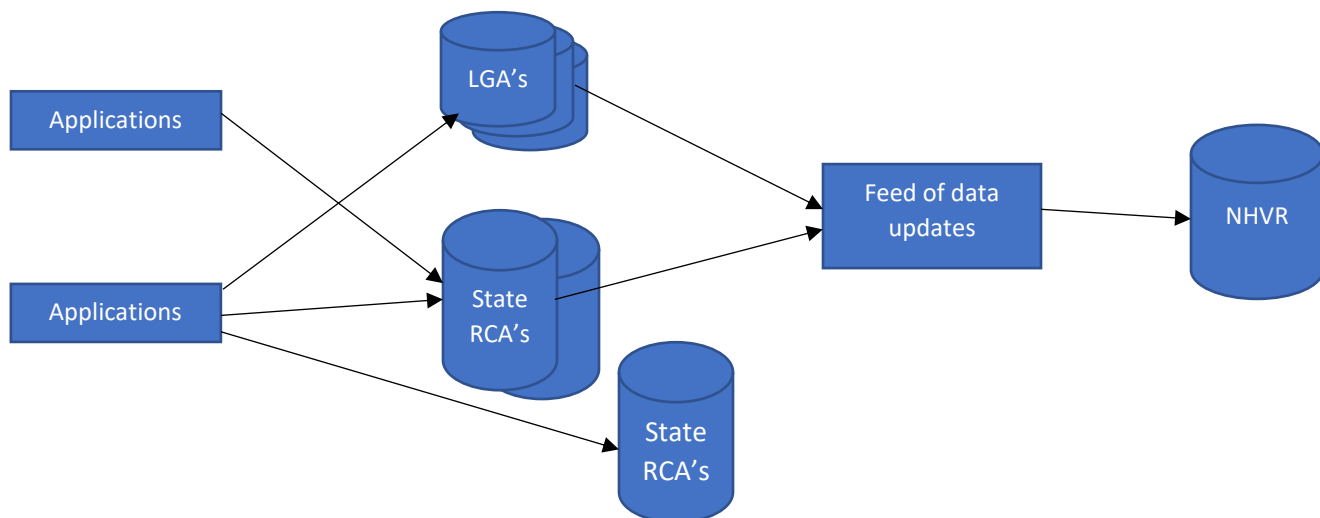
Exposing data and coding road assets with risk ratings to allow road users to plan alternative routes rather than waiting for approvals – and then reducing the load on the RCA's

Question 9:

Do we have the right tools to implement access decisions? How can we modernise the tools for access authorisations?

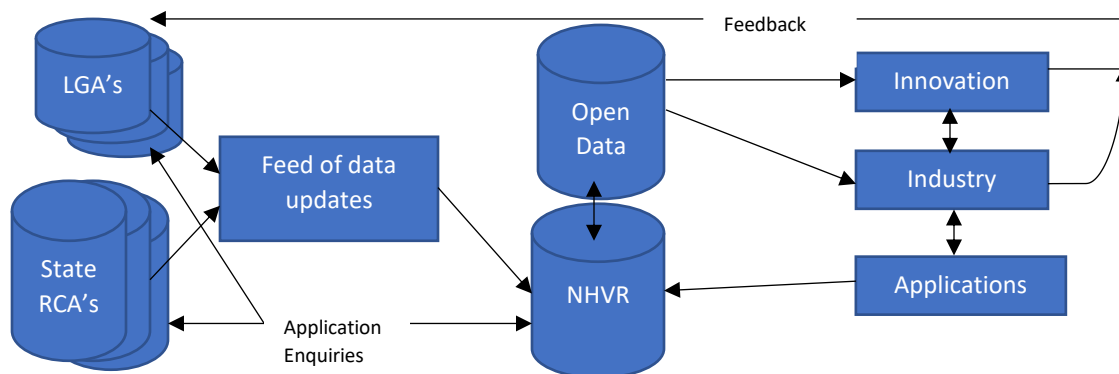
TT - Industry has the right tools to help support access decision making but the data is not shared freely to enable this.

Current State:



In the current state applications are made to different RCA's. Some data is exposed as open data by RCA's in their own portals, however, there is not a consolidated national overview. Some RCA's share no data openly. The current state limits industry, technology, and innovation.

Proposed State:



Above is a suggested approach where all RCA's feed changes to NHVR and a national consolidated open data store. The NHVR can consolidate the authorizations based on a decision matrix and make enquiries with the State and Local Government RCA's.

Question 10:

How can the new HVNL accelerate access decisions? Is a proactive approach possible?

TT – Please see Q9.

Question 11:

How should the new HVNL implement access decision-making? Should it specify process and roles? What role is there for the operator? What improvements to access decision-making can be made?

TT - At NHVR level by RCA's sharing data and NHVR requesting risk assessments for sections of road. These risk assessments would be aggregated back into the national data store for future permit requests.

Question 12:

How do we reach consistent and predictable risk-based access decision-making? How can we make sure decision-making is transparent and fair?

TT - By making NHVR responsible and exposing decisions and data so operators can plan routes and alternatives. Feedback can also be captured to help manage the road access as well as provide insight into road safety.

Question 13:

How do we best share the risk management responsibilities between parties with a role in heavy vehicle access?

TT -Operators should be able to undertake risk assessments through authorized government assessors at the operators cost for the permit wait time to reduce. This would improve RCA's data at lower cost to the RCA.

Question 14:

How do we manage the accountability of parties with a role in heavy vehicle access?

TT – Transparency of process and open data sharing.