National Freight Data Hub: Options Discussion Paper – NHVR Response

Please note: Submissions close on 11 September 2020 at 17:00, and should be emailed to freightdatahub@infrastructure.gov.au.

We welcome all responses. You may use this template, or simply email your response. You may address all questions, or you may choose to respond to selected questions of interest to you.

Your submission will be published on the website unless you request otherwise. Information collected during this consultation process may be provided to persons making an application under freedom of information laws. Personal details will not be published in any report.

Respondent details

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<th>Organisation name</th>
<th>National Heavy Vehicle Regulator (NHVR)</th>
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**Why your organisation is interested in the National Freight Data Hub**

The National Heavy Vehicle Regulator (NHVR) plays an important role, in partnership with the heavy vehicle industry and regulatory partners, in delivering improvements to safety, productivity and business efficiency in the road freight sector.

Technology and data collection is a critical part of delivering improved road freight outcomes and the NHVR has placed significant priority on positioning itself to adopt and adapt to new technologies alongside the heavy vehicle industry.

As a modern, risk based and intelligence led regulator, the NHVR is delivering and utilising new integrated technology and tools to support its industry-wide reform agenda. In particular, the NHVR and jurisdictions have made a significant investment in the development of the Safety and Compliance Regulatory Platform which is already enabling the delivery of targeted road safety outcomes.

The NHVR supports the concept of the National Freight Data Hub in delivering a comprehensive overview of freight and supply chain relationships across road, rail and maritime freight. The NHVR considers the Hub and our Safety and Compliance Regulatory Platform will be powerful in enabling targeted infrastructure funding, increased targeted safety capability across the entire supply chain and enhancing regulatory services to industry and government.
Questions for discussion – Design Principles

1. Please share your organisation’s perspectives on the proposed design principles, including any which are not represented here.

The discussion paper provides a set of design principles for the National Freight Data Hub that are essential prerequisites to how industry, government and other parties will partner to deliver the expected outcomes. The NHVR is supportive of the proposed design principles and has provided additional comments below:

**Demonstrate value, early**: SUPPORTED – A set of agreed use cases should be established so data acquisition is purposeful and beneficial to the participants. Quick wins will be essential to create high trust in the value offered and ensure industry support is sustained.

**A trusted, independent facilitator**: SUPPORTED – Developing trust is achieved through delivery of outcomes and doing what you say you will do. Willingness of participants to share their data and information will also be based on ‘what is in it for them’, so independence will be important, appropriate development and support arrangements will need to be offered.

**Lead by example**: SUPPORTED – There are a number of government and industry organisations who have been leading the way in intelligence led approaches on freight activities in Australia. NHVR has established strong data platforms and processes that are best practice in many areas, and keen to share those experiences and approaches with the participants of this program of work.

**Data exchange is a collaboration**: SUPPORTED – Strong relationships between the key partners in the Hub will be important, which needs to be supported with appropriate governance around privacy and security. The NHVR has learnt this through several years of working with data partners on ingesting key safety and compliance data sets.

**High quality data and insights**: SUPPORTED – A key value of the Hub will be in the actionable insights that data partners and other participants can generate from the collaboration. For the NHVR, we believe that data can provide insights for the refinement of policy, relationships and services with improvement of operational activities and decision making.

In addition to these important design principles, the NHVR would suggest considering an additional principle around ensuring a Sustainable Data Platform. There needs to be long-term planning undertaken and an information services model established to ensure Hub remains a high-value platform for all stakeholders and able to effectively recover costs over time.
Questions for discussion – Data

2. What specific benefits would each data priority provide to your organisation?

3. What level of data fidelity (i.e. transaction level data or aggregated data) and frequency (i.e. near real-time, weekly, monthly, quarterly) would be required to make the data priorities you’ve identified be of value?

Outlined below is the summary of the details on the benefits available through the Hub:

**Consignment Data and Container Data**

**Safety and Compliance:**

Location of containers, in conjunction with consignment information (e.g. Container Weight Declarations (CWDs)), may assist safety and compliance activities under the Heavy Vehicle National Law (HVNL). The HVNL sets out obligations for operators, drivers, consignors and consignees about the safe handling of freight containers and the requirements for CWDs. CWDs assist to ensure containers are of a safe weight and assist parties in the supply chain to manage their Chain of Responsibility (CoR) requirements under the HVNL.

Historic data on location of consignments and CWD information may assist with identifying trends relating to compliance issues e.g. risk factors relating to mass breaches. Near real-time data at a transactional level would enable risk-based and intelligence-led compliance activities and help improve productivity through reducing unnecessary random interceptions of compliant parties. Aggregate level data that is provided irregularly would assist in future resource planning (e.g. strategic deployment).

**Access and Productivity:**

Container volume data at an aggregate level may assist the NHVR to more proactively partner with road managers to match the most productive vehicle to freight networks and, at the same time, deliver significant improvements to safety and sustainability. Whilst the frequency of this data does not need to be regular (e.g. annually is sufficient), the volume and routes travelled need to be sufficiently detailed to inform productivity initiatives. An important example to unlock the potential of freight networks is using container volume to work with road managers and transition approved networks from 25/26m B-doubles to more efficient PBS Level 2B (refer figure below); thereby reducing truck trips and increasing efficiency.

Cost of container goods has not been required to undertake access and productivity initiatives at the NHVR. The NHVR notes that this information is proprietary/commercially sensitive. However, should this information be made available through the Freight Data Hub, the overall value of goods being transported on the same route (requires volume data to quantify) could be considered in policy development and would assist in prioritisation of activities based on economic value.

The NHVR has no regulatory requirement for data relating to status of containers; and has no need for consignment or container commodity type in general. The NHVR notes that this information is proprietary/commercially sensitive. Commodity information at a broad level is required in limited circumstances (e.g. for Performance Based Standards Vehicle approvals, where commodity type can affect vehicle performance e.g. influence on centre of gravity). In these cases, the NHVR already collects this information through the assessment process. Should this data be collected, the NHVR may undertake a review to determine if the information value-adds to the NHVR’s datasets to better serve our customers.
Vehicle Data – Traffic Counts

Safety and Compliance:
Fully classified traffic counts (e.g. Austroads vehicle classifications) enables resource planning to effectively undertake targeted operations for heavy vehicles. This data can be provided at an aggregate level and irregularly.

The value of traffic information is fully realised with real time tracking (e.g. through cameras) to assist in targeted intercepts where an immediate threat has been identified as well as retrospective analysis. For example, the NHVR is testing the validity of fatigue risk algorithms where camera sightings from across the National Safety Camera Network and travel times are used to identify heavy vehicles that are speeding or not taking their mandated rest breaks under the HVNL.

The NHVR has access to some camera data through a limited camera network nationally. Live traffic data from more sources will greatly expand the NHVR’s intelligence and targeted compliance capability.

Access and Productivity:
In terms of access and productivity, traffic counts and camera data provide a strong basis for other data relating to vehicle information, location and movements. Key information would be missing (e.g. mass, dimension, specific vehicle type etc.). However, it would be more effective and efficient to collect other data instead to inform access and productivity initiatives.

Vehicle Data – Location of vehicles and vessels

The HVNL authorises road managers to impose the Intelligent Access Program (IAP) as a condition of access by notice or by permit. IAP allows participating operators access, or improved access, to the road network in return for IAP monitoring and compliance with access conditions imposed by road authorities or road managers (e.g. operators are granted access to certain roads or bridges, can operate at greater masses, or can operate certain larger and heavier vehicles, which would normally not have been allowed without IAP monitoring).

There is very limited availability of heavy vehicle location data (e.g. GPS data captured through telematics applications such as IAP), due to minimal uptake of IAP by industry and the fact that the NHVR does not obtain data from proprietary industry systems. The NHVR is also dependent on the provision of data from Transport Certification Australia and this is mostly limited to non-compliance reports generated from the IAP so that the NHVR can undertake appropriate compliance and enforcement activities under the HVNL.

The ability for the NHVR to obtain easy access to location data from a variety of sources, of high accuracy, velocity, quantity, quality and granularity will greatly assist the NHVR’s compliance and enforcement and access and productivity activities under the HVNL (e.g. if collected through the Commonwealth Government’s Heavy Vehicle Road Reform program).

Note that regulatory telematics (including framework, roles and responsibilities, governance, technology, standards, privacy and data-collection and sharing) is being considered as part of the HVNL Review.

Safety and Compliance:
The NHVR places great emphasis on the value of data and analysis as a source of regulatory intelligence in determining the prioritisation of targeted risk-based compliance activities. Over time, data will become more important than some types of fixed roadside assets used in traditional compliance and enforcement activities.

With significant advancements occurring in intelligent transport systems and their associated technologies to determine the location of vehicles, there are significant opportunities (when considered in conjunction with other data e.g. registration, driver history and infringement history) to enhance compliance capabilities.
Access and Productivity:
The NHVR has consistently received feedback from road managers that awareness of heavy vehicle location and volume could encourage them to adopt a lower risk profile when making heavy vehicle access decisions, thereby improving productivity outcomes.

Importantly, some road managers suggested that they would be more likely to expand networks, grant approvals instead of refusals, provide quicker responses and apply fewer conditions if they were given greater assurance of what vehicles were moving where, when and how often.

As road managers and the NHVR obtain more information on heavy vehicle movements and asset utilisation, the performance of the entire supply chain will progressively improve through increased awareness and network optimisation possibilities (e.g. the evidence base to gazette roads under notice or to provide pre-approvals). The required data fidelity and frequency would be dependent on the purposes for which the data is collected and the risk associated with the heavy vehicle movement (e.g. from transactional level and near real-time to enable access for a high risk movement on a critical bridge, to aggregate level and annually for low risk movements to influence gazetted network growth).

Vehicle Data – Location of vehicles and vessels

Safety and Compliance:
Fleet information supports the NHVR’s policy development and operations on heavy vehicle regulation and enables the NHVR to be an intelligence led, risk-based regulator. For example, risk assessment can be made through linking vehicle history and characteristics to other data (e.g. driver and operator history) and event-based data (e.g. sightings and defect data). The NHVR’s Safety and Compliance Regulatory Platform enables the NHVR to securely receive and store safety and compliance-related data with industry and government stakeholders.

Much of the fleet information required by the NHVR to undertake regulatory functions is within the SCRP (e.g. vehicle registration and configuration). This has been obtained under MoUs or data sharing agreements or will be obtained in the future. However, a large portion of the data must be acquired through external data suppliers including government and policing agencies, industry and commercial data holders as well as collecting insights from publicly available data sources. Identifying and then negotiating data from suppliers can present challenges. There can also be significant technical barriers for data suppliers in providing harmonised data.

Improving the provision of data, harmonisation and enrichment will enable regulatory functions to be undertaken more effectively.

Infrastructure Data - Location, capacity, constraints, condition of production sites, delivery sites, rest stops, transport assets

Access and Productivity:
Currently, there is limited information available regarding the capacity and capability of key freight roads and bridges to accommodate heavy vehicles, particularly on local government roads. There is also no centralised source for accessing this information in a transparent way for industry and governments. A centralised approach to collecting and sharing asset data is integral to facilitating heavy vehicle access.

Improved understanding of the conditions and restrictions on- and off- heavy vehicle routes will enable governments to make more informed and timely access decisions, better target infrastructure investment to facilitate new or improved access, and will also enable industry to better plan their routes on suitable networks (i.e. intelligent routing).

Expanding asset information and linking this with the NHVR’s access permit refusal data will assist to inform infrastructure providers of demand and network limitations. This has the potential to influence the upgrading of freight networks so that they can accommodate larger and more modern vehicles that are safer, more
productive and better for the environment and communities.

Given the significance of asset information to safe access, this data is valuable if provided with high frequency and at a detailed level (e.g. sufficient to inform engineering assessments for heavy vehicle access). However, it should be noted that this task remains challenging for all levels of government because data does not exist in many cases (predominantly at the local government level).

The Commonwealth, state and territory governments should commit to supporting infrastructure data generation (including to assist local government which owns roads on the first- and last-mile), as this is a requirement before acquisition activities can commence (e.g. through Heavy Vehicle Road Reform). This has recently been reflected in the Commonwealth's commitment to the Strategic Local Government Asset Assessment Program, where the NHVR is undertaking a nation-wide project aiming to identify the existing capacity of road assets and share this information centrally, to assist with informing heavy vehicle road access.

This will be supported by the National Spatial Program, where the NHVR is developing a national mapping solution for heavy vehicle access related services, focusing on delivering nationally consistent heavy vehicle network spatial services and standards, improved road manager heavy vehicle network establishment and management capabilities and solutions enabling dynamic mapping and intelligent routing.

**Infrastructure Data - Land use and zoning**

**Access and Productivity:**

Heavy vehicle access and productivity are dependent upon zoning and development being appropriately located and supported by appropriate land use policies. Planning and planners should be supporting the freight task and to safeguard freight related operations, particularly those operating overnight or 24 hours a day to serve the community. The NHVR is aware of cases where truck bans and curfews have been implemented in industrial and commercial areas because of adjacent residential development and communities misunderstanding the freight task and the impacts of heavy vehicles. These decisions impact productivity, can increase the cost of goods and services for the community, and may affect logistics operations for domestic and international supply chains. An increased risk to safety, infrastructure and amenity may eventuate when the opposite effect was desired.

Land use and zoning information is not valuable to freight in isolation from other datasets. Addressing the road freight challenge requires linking this information with information on heavy vehicle networks and vehicle volume and location information (such as those proposed to be collected by the Freight Data Hub and Heavy Vehicle Road Reform). Together, this information will assist to raise awareness of the importance of freight, and to ensure there is appropriate planning, development conditions and land use to support productivity and the economy.

**Cost Data - Costs of services in supply chains**

The NHVR has no regulatory requirement for data relating to costs of services in the supply chain. However, should this data be collected the NHVR may undertake a data review to determine if the information may value-add to the NHVR’s other datasets to better serve our customers.

**Cost Data - Infrastructure spending/costs**

**Access and Productivity:**

Through the NHVR Portal, the NHVR has insights into heavy vehicle access approval and refusal decisions. Some of the common infrastructure and road design deficiencies that result in access being reused include narrow lanes, short stacking distances, and small intersections requiring vehicles to veer onto the wrong side of the road to make turns. These design deficiencies are even found within industrial and commercial areas (often where key gateways are located), due to substandard site and road design. Many industrial and commercial developments and roads were constructed for historically smaller and lighter vehicles. It is essential going forward that land and infrastructure is able to accommodate innovation in the heavy vehicle
Linking the NHVR’s access permit refusal information, with information on future infrastructure cost/spend will assist to proactively inform planners and infrastructure providers of freight demand and design needs. Accordingly, this will contribute to the progressive and suitable updating of freight networks. Access will therefore improve over time for modern vehicles that are safer, more productive and better for the environment and communities. Early provision of data at a detailed level will assist to inform infrastructure planning and business cases that support access and productivity.

**Safety and Compliance:**

Sharing information during the early stages of projects (e.g. funding within budgets) and linking this data with information on key freight routes (e.g. gazetted heavy vehicle networks) is critical for raising awareness of heavy vehicle needs, and ensuring that opportunities to improve the standard of assets can be realised and that reductions in levels of service are avoided to ensure continued safety for heavy vehicles and other road users. This is critically important in ensuring that heavy vehicle rest areas are built appropriately and made available for heavy vehicle users to ensure they meet their fatigue obligations in the HVNL.

Road maintenance and improvement projects delivered by governments often present opportunities to improve the delivery of HVNL regulation. For example, minor changes in scope of a heavy vehicle rest area or stopping bay could assist staff conducting compliance and enforcement activities. Conversely, there may be circumstances where a road maintenance or improvement project results in a lower level of service for compliance and enforcement activity and could impact safety (e.g. removal of a rest area or stopping bay that supports safe intercepts and alleviating driver fatigue).

**Cost Data - Government charges**

The NHVR has no regulatory requirement for data relating to government charges. However, should this data be collected by the Commonwealth Government through the Freight Data Hub and become available, the NHVR may undertake a data review to determine if the information may value-add to the NHVR’s other datasets to better serve our customers.

**Cost Data - Labour force information**

**Safety and Compliance:**

Much of the fleet information required by the NHVR to undertake regulatory functions is within the SCRP (e.g. vehicle registration and configuration). This has been obtained under MoUs or data sharing agreements or will be obtained in the future. However, a large portion of the data must be acquired through external data suppliers including government and policing agencies, industry and commercial data holders as well as collecting insights from publicly available data sources. Identifying and then negotiating data from suppliers can present challenges. There can also be significant technical barriers for data suppliers in providing harmonised data.

Improving the provision of data, harmonisation and enrichment will enable regulatory functions to be undertaken more effectively.
Questions for discussion – Technology

4. If a centralised or federated architecture model were pursued, what would be the benefits and challenges to your organisation to participate in the Hub?

5. What are the preferred methods and technologies to integrate with the data exchange platform?

Safety and Compliance Regulatory Platform

The NHVR has made significant investment over recent years in establishing a data and intelligence platform capability to allow the organisation to undertake its regulatory functions while providing the engine to deliver our services better to industry.

In November 2016, Transport and Infrastructure Council (TIC) approved the implementation of the National Heavy Vehicle Registration System (NHVRS) and the Safety and Compliance Regulatory Platform (SCRP). The program objective was to directly exchange (system to system) national registration information from NEVDIS to the SCRP enabling the NHVRS.

The NHVR formally released the foundational elements of the platform to achieve the NHVRS objective in July 2018 with its landmark information exchange with NEVDIS. It has successfully enabled for the South Australian, Tasmanian, Australian Capital Territory and Victorian heavy vehicle services transition by providing the base applications and systems. It has also integrated with the National Safety Camera Network and the NHVR continues to develop the national road camera monitoring capability. The program of work was successfully completed in under the three years as requested by TIC, on time and on budget in June 2020.

The SCRP has and will continue to provide the foundation for the NHVR to become a truly intelligence-led and risk-based regulator. The Platform is a leading edge, cloud-based system that houses, protects and combines data from a number of interfaces, modules and core systems such as (registration details, heavy vehicle access approvals, accreditation status, defect clearance history, infringements, compliance history and camera data) and integrates it to produce a comprehensive output of heavy vehicle related information.

The information produced by the SCRP is provided as compliance profiling information relating to operator, driver and heavy vehicles. It will soon commence more in-depth analysis of infrastructure and supply chain risk profiling. This information enables a more informed approach to risk-based regulation by recognising the benefits of performance-based outcomes, allowing NHVR to better target enforcement efforts at those parts of industry not doing the right thing, enabling safe operators to get on with doing business.

Data Architecture Model

The NHVR’s SCRP has notable synergies with DIRDAC’s requirements for an intelligence-led program to support the development of targeted funding proposals and provide relevant statistical information to industry in the national supply chain. The approach undertaken by the NHVR has been to establish a centralised architecture model for the data we require to deliver its regulatory functions and services.

After three years of effort, the NHVR has now successfully delivered its data platform capability that facilitates integrated and targeted safety and compliance efforts. This enables the following outcomes for government, the heavy vehicle industry and the broader community:

- increased proactive intelligence capability, which enables the NHVR to better target actions for improved safety and productivity
- enhanced regulatory services to industry, government, and the community via integrated technology solutions. This information facilitates improved supply chain effectiveness and efficiencies to the national road network.

Fundamentally, the decision around architecture models should be based on the legislative frameworks affecting the data consolidation or exchange, understanding the stakeholder needs for access to the data, determining the governance arrangements that will support the solution, considering the support and
maintenance model required and the privacy and security protections that are needed to be in place.

Based on the proposed purpose of the National Freight Data Hub and the types of data that would be needed to create value for the stakeholders and users involved, it is strongly encouraged that a centralised architecture model with a core data warehouse and some limited federated elements would be appropriate.

Data and Information Exchange

The SCRP provides a variety of direct jurisdictional system to system integration options with the NHVR’s extensive data assets. This means the accuracy and timeliness of information between the NHVR and jurisdictions is seamless where these latest technologies are able to be applied. The NHVR continues to pursue direct integration with all jurisdictions and partner agencies where applicable.

The use of modern integration technologies is already opening the door for collaboration and information exchange capabilities for all NHVR partner agencies and its envisaged consumers. The NHVR’s heavy vehicle information will be a single source of reliable and dependable truth for safety, compliance and productivity information accessible at high performance speeds, and available uptimes of that expected of modern architecture technology systems with a high security environment.

At the commencement of the SCRP, the NHVR identified a core set of data attributes which are deemed essential in provisioning regulatory functions and enabling data driven, intelligence led risk-based decision making. A phased approach to acquiring the data was developed and in conjunction with Jurisdictions a minimum set of heavy vehicle registration data was prioritised as phase 1. (54 Registration data attributes).

Over the 3 years of the program, the NHVR has now enriched its data and has now acquired over 85% of the targeted 278 data attributes. This provides the NHVR with significant data capabilities and information.

The SCRP does not restrict the way or format that data is received. All data is securely received and managed to align with national privacy and cyber security standards such as ISO:27001, the ASD Essential 8 and PSPF. Data now ranges from registration, licensing and crash information, to ASIC, operator, driver, defect and infringement history. The NHVR already held access permit, accreditation and PBS information.

From our experience, the NHVR recommends that the data exchange for the Hub be managed through a dedicated API gateway to ensure there is a consistent approach to data standardisation, capture and distribution.
Questions for discussion – Governance

6. Which governance structure could enable the Hub to be established quickly and generate quick wins, and should it change over time?
7. Which governance structure is most likely to facilitate the greatest use and participation?

The NHVR believes that the governance approach for the NFDH should be dependent on the decisions required around architecture and funding elements, with an initial focus on the funding. Users who pay or profit from the solution will expect a significant role in the governance of the solution. Some questions that need to be understood include:

1. What market analysis has been undertaken to determine whether a commercialised funding model is realistic?
2. Without knowing what the solution costs will be, it can’t be known what the pricing model will need to be to cost recovery or generate a profit. A determination needs to be made if the pricing and the perceived benefits of the solution will be within the cost/price tolerance of customers of the solution.
3. Who are the expected customers of the solution and how willing are they to pay for it?
4. What time period would the return on investment (ROI) be expected (ie. 1 yr, 3 yrs or 5 yrs)? Who will fund in the intervening period before the solution becomes self-sustaining or generates a profit?
5. How will data be appropriately shared with other government agencies to improved their strategic outcomes and will they need to pay for it?

Based on the above concerns, the governance structure and funding may need to be 100% government as commercial providers will not take on a big financial risk without confidence that there will be an ROI in the future. Until such time as the uptake and financial contributions are clearer and assured (through agreements), government will likely need to establish and lead in the early phases to achieve any kind of momentum. Key financial and key data contributors should have a role in the governance board and decision making once the funding model is clear.

The governance board should have membership that is senior enough to have sufficient authority to make decisions and to drive activities effectively within their own organisation and meaningful KPIs. Members need to be knowledgeable of (or have ready access to specialists) privacy, security and information management practices and approaches. Ideally the governance board will be a mix of industry and government to encourage industry and government contributions of data.

Given that interested industry parties are very broad, often competitors, the approach to selecting industry representatives that is truly representative and can operate in an objective manner will need to be considered. An equal commercial playing field may be critical in uptake of the services and contribution to the data available with consideration also enabling representation that considers small entities and operators as well as the larger and more influential entities.

Recent experiences involving the NHVR in data acquisition and enrichment through the *Licensing and Registration Data Working Group* identified a number of learnings on the governance and coordination approaches when collecting, storing and disseminating data that should be considered prior to commencing the establishment of new governance arrangements.
Questions for discussion – Funding

8. What funding arrangements could ensure users gain the value they are seeking from the Hub?
9. What services could the Hub provide that could be paid for by users?

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Funding Arrangements

Funding must be acknowledged as important in the design, development and ongoing delivery of a National Freight Data Hub. The funding arrangement will be directly related to the information services model established for the Hub, affecting its development, implementation and ongoing maintenance.

There are a number of key considerations when determining the funding arrangements:

- Assessing product value from the Hub will be important for assessing the case for dataset acquisition, processing and level of data tailoring that is feasible, affecting the overall costs service.
- Any pricing for access and services should be differentiated based on commercial vs non-commercial use, such as:
  - Non-commercial uses: should be freely accessible or highly subsidised.
  - Commercial uses: where it could provide an income uplift or cost saving for the user, this should be charged at cost recovery.
- The funding model for the Hub should aim to cost recover according to Commonwealth Government Department of Finance cost recovery principles.
- All investment (both through specific projects and business as usual), should be based on identified and preferably measurable benefits and be able to list who will use it and how.

The initial focus for the Hub should be focussed on providing a ‘proof of concept’ and demonstrate measurable value to the industry and stakeholders. If this approach is done well, it should create viability, gain wider buy in and position the Hub for the future. A sustainability model should be developed that addresses the key considerations outlined above, however, initial funding to establish the Hub and implement the proof of concept may need to be funded by the Commonwealth or partnering organisations.

User Paid Features or Products

There are a range of user paid features or products that maybe worth offering, such as providing detailed analytics and insight reports for users or hosting and integration of data sets for commercial entities for private purposes. When considering these user paid services, determination should be made on the best way for customers to access these products (e.g. perpetual, subscription, feature based pricing).

Cost modelling should be undertaken to allow the user to understand the cost requirements of the product or service. The ability to attribute costs for data product development and operations will be important in understanding the services that the Hub could feasibly offer.
Questions for discussion – Regulatory

10. To support the Hub’s governance, ability to collect and share data, setting of standards and funding model, which regulatory option is best suited?

11. Would there be significant costs or benefits for your organisation associated with each of the regulatory options?

12. Are there additional circumstances to those outlined above, that may warrant a change, introduction or removal of a regulatory mechanism?

The regulatory model that best supports the governance, data collection and sharing, as well as the standards setting model would be a ‘Medium to Large Change’. In some cases across the supply chain, legislative requirements to capture and share data within a specific format already exists. This is particularly relevant for data that relates to a specific regulatory compliance or permitting functions.

A key challenge remains the variation in jurisdictional approaches to the setting of data standards and requirements to collect this data across the supply chain. While there are disparate systems across the country that manages data and technology providers delivering digital products to the freight and logistics sector, it is critical to identify the national data standards that are needed to ensure that the objectives of improved safety and productivity outcomes can be more easily measured and targeted.

The NHVR has established the Safety and Compliance Regulatory Platform that has essentially incorporated national data models and standards where they exist, and in many areas, created new data standards which we are asking partners to share their data in the desired format. While the NHVR is well positioned to collect and disseminate data in various formats, there may be some costs in changing to new national standards or data collection, however this will be minimised through our existing data exchange platform.

Importantly, there is a current review of the Heavy Vehicle National Law (HVNL) that is exploring the requirements for data and technology to better deliver improved safety and productivity outcomes. These changes are still being explored, however it is expected that the establishment of new or updated regulatory controls in law (such as the HVNL) may have a significant impact on the regulatory mechanisms available affecting governance, collection and sharing of data, setting of standards and the overall funding model for the heavy vehicle industry.