

MEDIA RELEASE

NSW GOVERNMENT CAN LEAD THE CHARGE ON TELEMATICS

The [Australian Logistics Council](#) (ALC) has called on the NSW Government to take a leadership role and advocate for significant changes to the Heavy Vehicle National Law (HVNL).

“ALC’s [submission](#) to [the Inquiry into Heavy Vehicle Safety and Use of Technology to Improve Road Safety](#) again reinforces the need for telematics to become mandatory in heavy vehicles,” said ALC Managing Director, Michael Kilgariff.

The Inquiry is being undertaken by the [Joint Standing Committee on Road Safety \(Staysafe Committee\)](#) – a Committee of the New South Wales Parliament.

“ALC has a [longstanding](#) record of advocating for the [mandatory use of telematics](#),” Mr Kilgariff said.

“In providing this submission, ALC has released a four stage blueprint for the introduction of mandatory telematics (see over page).

“Telematics can help to improve heavy vehicle safety by providing truck drivers and transport operators with data that can detect any illegal and unsafe driving practices.

“As Australia’s most populous state, New South Wales can play a key role in improving heavy vehicle safety by leading the charge for mandatory telematics.

“The [feedback we have received from industry](#), most recently at [ALC Forum 2018](#), is that mandatory use of telematics is essential to driving efficiency and safety improvements in the heavy vehicle sector,” Mr Kilgariff said.

“Indeed, earlier this year, the Managing Director of [Toll Group](#), Michael Byrne, [wrote to the Prime Minister](#) indicating their support for mandatory telematics.

“[Linfox Logistics](#) has also supported ALC’s position, publishing our blueprint in their [submission](#) to the Inquiry.

“Furthermore, ALC’s continuing discussions with industry participants regarding the [National Freight and Supply Chain Strategy](#) indicate that industry is continuing to embrace innovative technological solutions.”

“This means it is now easier than ever to collect reliable data that can shape the development of a more efficient and safer freight transport network.”

“Industry is grasping the nettle when it comes to telematics. Now is the time for governments to do likewise,” Mr Kilgariff concluded.

Thursday, 22 March 2018

Contact Ben Damiano on 0408 254 799/ ben.damiano@austlogistics.com.au

ALC BLUEPRINT FOR THE INTRODUCTION OF MANDATORY TELEMATICS

1

The *Heavy Vehicle National Law* is amended to require heavy vehicles to carry telematics equipment.

2

Legislation (including the HVNL) sets out:

1. What information should be recorded; and
2. The circumstances where enforcement officers and other officers can access the information.

3

The HVNL be identified as the law regulating telematics in heavy vehicles.

4

The HVNL be accordingly amended to:

- a. allow the making of a legislative instrument that contains a:
 - i. data dictionary; and
 - ii. privacy standards.
- b. Allow amendments to primary legislation so that:
 - i. road transport operators are required to use a software or hardware application certified by a vendor that satisfy data dictionary standards.
 - ii. an offence is created for falsely representing that a software or hardware application satisfies a particular standard.
 - iii. if considered necessary, a capacity to prescribe an industry standard that must be met to maintain recorded data; and
 - iv. offences are created to penalise activities such as tampering with hardware or data.