

In reply please quote: 12/09947

29 March 2018

Damian Colclough
Executive Director
Freight Industry
Freight, Strategy and Planning
Transport for NSW

Dear Damian

RE: NSW Freight and Ports Plan

Firstly my apologies for the lateness of this submission to the above plan. Council requests the following issues be considered under further refinement of the plan.

1. Data sharing and strengthen freight industry and government partnerships

There is increasing demand for use of heavier and longer vehicle combinations across the freight sector, that need to be balanced against safety issues and community expectations.

To improve the safety of the freight system, the NSW Government should review a range of initiatives including intelligent access program (IAP), SPECTS, in-vehicle technology, on-board mass monitoring, automatic number plate recognition, telematics, and mobile speed cameras and work with freight industry and local government with the effort to improve freight outcomes for all stakeholders.

Regardless of the benefits, it is acknowledged technology presents a significant challenge for the industry. There could be issues such as 1) lack of technology culture and training, and limited staff resources at work place to implement the new technology 2) the use of autonomous system/data sharing could possibly lead to questions raised about data security and privacy.

Freight information and data is a critical input to the management and monitoring the performance of the freight system. For instance, sharing data such as information from Intelligent Access Program (IAP) (satellite-based tracking technology) will help monitoring a vehicle's compliance to the conditions.

While there is increasing acknowledgement by government and industry to work together, further consideration needs to be given to:

- Improve existing stakeholder communication through industry forums and discussions;
- Sharing freight information and data; and
- Exploring broader mechanisms for facilitating stakeholder contact and input.

2. Recent and Emerging Technology within the supply chain

Council supports the 0-10 Year Initiatives – Automation: Investigating and conducting automation trial for freight vehicles operating on remote or isolated networks, platooning and automated vehicles.

One of the technology options is related to trucking (connected and automated vehicles) – intelligent transport systems (ITS) which enables vehicles to communicate with nearby vehicles and infrastructure, such as traffic signals that are fitted with the same system. Drivers then receive alerts upcoming hazards that could cause a crash.

One of the factors in deciding the use of autonomous vehicles/trucks and ITS in the future is the freight industry choices. The industry needs to develop trust in the vehicle first based on their ability to operate in diverse situations such as how it would be navigating in changing or adverse weather conditions and adapting and responding to unfamiliar environments and emergency situations.

The move from a driver to an autonomous vehicle operating system could pose a range of legal and ethical considerations such as 1) what 'choices' a vehicle can make in an unavoidable collision scenario e.g. does it made to protect the occupants of the vehicle or have consideration for other vehicle or pedestrians? 2) Changes would be needed regarding liability when an accident occurs, and the legislation will also need to clarify what data can be collected regarding user journeys and how it can be used.

Furthermore, what would happen if the ITS breaks down? Similar questions will be raised in regard to the use of automatic train control and its reliability and the liability issue when an accident takes place.

3. Initiatives to preserving transport corridors

Greater efforts shall be made by the Government in regard to preserving, or seeking to preserve a number of future transport corridors. In addition, protecting existing and future freight corridors and precincts from urban/residential encroachment and other impacts will be essential to realising the potential of the freight system.

The NSW Government should ensure that relevant legislation ensures that future network and residential conflicts are avoided and that existing and future transport corridors are proactively preserved.

4. Other issues

Demand by industry for Oversize Overmass (OSOM) movements across the State road network is increasing due to growth in the resources sector.

To support the timing and processing of OSOM vehicle applications and other high productivity vehicle movements, the State Government should consider improving its heavy vehicle access systems and processes.

This includes but is not limited to the development of streamlining assessment processes and/or the implementation of pre-approval for OSOM and other high productivity vehicles. With the increased OSOM movements across the state and local government areas, a more efficient system is needed to satisfy the increasing demand.

I hope these comments are of assistance and please contact the undersigned if you have any enquires.

Yours faithfully

Andrew Mooney
EXECUTIVE STRATEGIC PLANNER