



Submission on the National Freight and Supply Chain Strategy

HERE Technologies wish to provide additional written feedback in addition to our answers submitted to the Australian Logistics Council for the review of National Freight and Supply Chain Strategy (NSFCS) of Australia. As a leading global location technology company, we acknowledge the endeavor of the Department of Infrastructure, Transport, Regional Development, Communication and the Arts to review the NSFCS to reflect the increasing use of digital technologies in today's products. We also appreciate the opportunity to contribute to this crucial initiative, which holds the potential to enhance the efficiency, sustainability, and innovation within the freight and supply chain sector in Australia. In this submission, we would like to offer suggestions to work towards two key objectives:

I. Zero-Emission Vehicles (ZEV) and CO2 Reduction

The department shall develop a thorough ZEV policy, outlining how they will encourage the uptake of vehicles while outlining how supporting infrastructure will be provided, in order to deliver a national programme to decarbonize road and rail freight transport that will give industry the confidence to invest in both ZEVs and fueling infrastructure. Such a thorough programme must include:

- **Vehicle Emission Tracking & Monitoring:** To reduce carbon emissions in the freight sector and compliance to the new [ADR 80/04 2023](#), we recommend the development and implementation of a robust system for tracking and monitoring vehicle emissions. This could include mandatory emissions reporting for all commercial vehicles, leveraging modern technology for real-time monitoring. Establishing emission reduction targets and incentivizing fleet operators to meet these targets would be a commendable step in reducing the carbon footprint of the industry.
- **Gross Vehicle Mass (GVM) Increase to Support EV Trucks:** The Heavy Vehicle National Law (HVNL) currently defines the General Mass Limits (GML) applicable to all heavy vehicles. However, to facilitate the transition to electric vehicles (EVs) in the freight industry, there should be a review of existing GVM restrictions. Increasing the GVM for EV trucks would allow them to carry larger batteries, which are essential for longer routes. This change can be coupled with safety and road infrastructure improvements to ensure the safe operation of these heavier vehicles.
- **Road User Charging to Replace Fuel Tax Excise:** Given the shift towards electric and alternative fuel vehicles, it is vital to rethink the current fuel tax excise system. We propose the implementation of a road user charging system that considers the weight, distance traveled, time on roads, and environmental impact of each vehicle. It is important that in general terms the basic charge per km needs to be consistent regardless of State / Territory borders and consistent with most Government charges being indexed over time. This system would ensure fair contributions from all road users, promoting sustainability while maintaining essential revenue for road maintenance.
- **Supporting Charging Infrastructure:** [Low Emissions Technology Statement 2021](#) by Department of Climate Change, Energy, the Environment and Water specified 'Enabling Infrastructure' for EVs as a key category. Accelerating the adoption of EVs in the freight sector relies heavily on a robust

charging infrastructure along significant transport corridors. Although depots may be equipped for recharges, the need for charging stations enroute and in between destinations is crucial to ensure the shift to EVs. We support the encouragement of public-private partnerships and incentives for the development of a comprehensive charging network along key freight routes, including fast-charging stations for commercial vehicles.

II. Connected & Autonomous Vehicles (CAV)

By enhancing safety, efficiency, and sustainability, Connected and Autonomous vehicles have the potential to revolutionize the freight and supply chain sector. A thorough regulatory framework is essential to achieving these benefits. These regulations should strike a balance between promoting innovation, ensuring safety and security as well as fairness in access and use of vehicle data in the industry:

- **Legislation to Support L3 Vehicles:** The [policy paper](#) published after the Transport Ministers meet in February 2022 (the ITMM) provided clear signal to the industry that there is a pathway for commercially deploying automated vehicles in Australia. To harness the benefits of autonomous vehicles, there's a need for clear and comprehensive legislation that supports Level 3 autonomous vehicles. This legislation should establish safety standards, liability frameworks, and operational guidelines for autonomous freight vehicles. Regular updates and collaboration with industry stakeholders would be essential to keep regulations up to date with technological advancements.
- **Intelligent Speed Assist (ISA):** Mandatory implementation of Intelligent Speed Assist systems can significantly improve road safety and reduce accidents in the freight sector. ISA technology ensures that vehicles adhere to posted speed limits, enhancing overall road safety while improving fuel efficiency and reducing emissions. A number of studies in Australia have documented the benefits of ISA technology in reducing speed, speed variability and speed violations.
- **Access and Use of Vehicle Data:** To Define regulations that protect the privacy and security of vehicle data while also enabling access for authorized stakeholders. Access to vehicle data is crucial for ensuring the safe and efficient operation of autonomous vehicles and for collecting valuable insights such as real time visibility, predictive analytics, load balancing, route optimization, environmental impact and inventory management among others. There shall be established protocols for sharing and accessing vehicle data, enabling authorized parties such as fleet operators, regulators, and logistics companies to use this data for optimizing freight operations.

In conclusion, the above recommendations are intended to align with the goals of the National Freight and Supply Chain Strategy by promoting sustainability, safety, and innovation in the Australian freight industry. We believe that through strategic planning, collaboration with industry experts, and forward-thinking legislation, Australia can position itself as a global leader in the freight and supply chain sector. Thank you for considering these suggestions as you continue to shape the future of the Australian freight and supply chain industry. We remain at your disposal for any further information or discussions on these matters.

About HERE

HERE Technologies is the leading global provider of location data and services, headquartered in the European Union, with offices in 56 countries. From ADAS and high-definition maps for automated driving, to our open B2B Platform, designed to enable data exchange and foster innovation, HERE is a fully data-driven company. Our innovations have led to the development and deployment of advanced connected and automated vehicles solutions. Today, 4 out of 5 vehicles on European and North American roads are equipped with HERE systems. With HERE, journeys become faster, more efficient and safer; fleets optimize deliveries; supply chains become more predictable; and services become location intelligent.

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