FSDF Transport Theme Roadmap

Currently funded and included in work programs

Required to meet outcome, but not yet funded nor included in work programs of custodians / sponsors

Goals

Outcomes against Areas of Focus	2015	2016	2017	Future Status
Quality • A national representation of public and private road and rail networks that accurately and consistently portray hierarchy, structure, operational status, responsible authority, user access, ground relationships, transfer points, crossings, and barriers or hazards to efficient movement. Positional accuracy no worse than 1m in urban areas and 2-10m in rural and remote areas for non-ITS related applications. • Airfields and vertical obstructions datasets include elevation and lighting/marking information. Vertical obstructions have a 3m vertical accuracy/5m horizontal accuracy within 45km of nominated airfields, and 30m/50m elsewhere.	Current data models and specifications published ITS requirements documented Gap assessment documented Vertical obstructions dataset remediation complete	Consistent national representation of transport hierarchy, structure, responsible authority, user access, ground relationships Improvements to positional accuracy for aeronautical datasets implemented.	Improvements to positional accuracy for road and rail implemented.	Transport data will be fundamental to the implementation of intelligent transport and safety systems. Existing national datasets will be enhanced from a full suite of transport data held by jurisdiction land management and transport agencies, volunteered information, and industry. In the long term, changes to the transport network (such as the creation of new roads) will be reflected to users in near-real-time, and will be managed and delivered so that users experience a seamless transition across all transport modes.
Supply Chain • Ingestion of information held by transport authorities with land information agencies. • Clear and agreed governance of foundation spatial datasets, including geometry and attribution, between transport authorities, land information agencies, and the private sector. • Volunteered geographic information from trusted sources is incorporated into foundation spatial datasets.	Dependencies on other datasets documented	Agreement reached on supply chain for vertical obstructions Agreed roles of land information agencies, transport authorities and private sector for road and rail datasets.	Data from transport agencies and volunteered sources integrated into relevant datasets	
Delivery • National products available as web services which are quickly discoverable and accessible. • Updated information will be made available no more than 2 weeks after a change has been gazetted, planned for construction, or observed. • A range of products generated from foundation spatial datasets will be essential for intelligent transport, safer aeronautical navigation via Civil Aviation Safety Regulation 175, and as context for other business applications.		Reduce time from capture of information to release to market to 2 weeks. Generation of products to meet civil aviation requirements	Near real-time currency in data delivery.	
Policy • Agreement on which characteristics of transport data are available via open access and low cost, such as geometry, physical road characteristics, name, hierarchy, responsible authority, user access, height and weight limits, travel direction and turning restrictions.		Agreement with private providers – minimal restriction on dataset use		
Engagement • Strong engagement with existing reference groups including transport authorities – Austroads, Airservices Australia, Transport Certification Australia and Civil Aviation & Safety Authority – and private sector – eg HERE, Sensis and Intelematics - to establish use cases and governance.	Reference groups established and linked with the FSDF	Reference groups continue to update user requirements	Reference groups continue to update user requirements	