AAA ROAD SAFETY RESEARCH PROGRAM

QUESTIONS & ANSWERS

EVALUATION AND COMPARISION OF FATIGUED DRIVING MONITORING TECHNOLOGY

INFORMATION SESSION

On the 21st of April 2020 AAA held an information session regarding the Request for Proposal to "*conduct a research project to evaluate, validate and compare fatigued driving monitoring systems*". This information session was held via Microsoft Teams. The meeting was attended by 2 AAA staff and 12 external participants.

During the meeting the following questions and answers were discussed:

QUESTION 1	*Clarification on the output of the project was sought – would it just be looking at existing technologies or would there be an expectation of product development?* *A follow-on question was asked regarding the need to rank the technologies.*
RESPONSE	The group was advised that it was intended that the project would evaluate and assess the existing technology that was available with regards to monitoring fatigue / fatigued driving. The project will not be funding the development of a new product in this space. The AAA also clarified that the project would provide a form of ranking of the products against each other but would also include an assessment of the cost and capabilities / features of the various technologies in order to provide consumers and businesses with an easier/ simple way to compare the technologies available that may best suit their needs.
QUESTION 2	*With regards to the two phases of the project – is it expected that the same technologies will be included in both phases or would there be a focus on a smaller number in the bigger project?*
RESPONSE	The AAA advised the group that the research team will need to design the project in a way to ensure the best chance of success. This may include a wider assessment of several technologies during the feasibility study and a justification as to why there needs to be a focus on a smaller number during the second phase of the project (such as cost to assess multiple technologies etc). This may also include a cost structure for the second phase of the project that offers different cost options for a smaller or larger number of technologies to be evaluated. The AAA advised that the inclusion of the feasibility study into the project design was to ensure that these types of factors can be considered prior to undertaking the major project.

QUESTION 3	*Is it expected that the project will cover a variety of drivers (such as heavy or light vehicles)?*
RESPONSE	The AAA advised the group that there was an expectation to cover a variety of drivers as a part of the project design.
QUESTION 4	*The RFP document includes a statement that "The AAA will also require the details of at least two (2) referees, including one from industry , who may be contacted by the AAA before commissioning the work to verify the expertise of the lead researcher/s and their ability to deliver high-quality work on time and on budget."* *Does it matter which industry the "industry referee" is from?*
RESPONSE	The AAA advised the group that it doesn't matter which industry the referee is from – what is important is that the referee can talk to working in a collaborative partnership with the research organisation and can speak to the quality of work undertaken as a part of the project.
QUESTION 5	*Does the AAA plan to use the outcomes of the research to advocate for a standard / best practice guideline for fatigued driving technologies?*
RESPONSE	The AAA advised that it has no definitive plans to use the outcomes of the research project to lobby or advocate for changes or implementation by government with regards to the fatigued driving technology, but that this may be a possible outcome of the work. However, the AAA would be interested if the outcomes of the project lead to validation of a best practice approach or gold standard and how that information may be used in a practical sense to make a difference to fatigued driving.
QUESTION 6	*What is the expected timeframe for the second (major) project?*
RESPONSE	The group was advised, for planning purposes, the AAA considers that the project might be expected to be 1-2 years in duration. That said, the AAA advised that it will take guidance from the research teams and the work undertaken as a part of the feasibility study to set the timeframe for the second phase of the project.
QUESTION 7 *(via email)*	*Is it expected that the same project team will undertake both phases of the project (the feasibility study and the main project)?*
RESPONSE	The AAA expects that both phases of the project will be undertaken by the same project team, noting that the AAA Board will still need to sign off on the funding for the major project pending the outcomes of the feasibility study.
QUESTION 8 *(via email)*	*Is the AAA aware of the work undertaken by the Alertness CRC in the evaluation of fatigued driving technology and what would this project be hoping to achieve beyond these findings?*

RESPONSE	The AAA is aware that the Alertness CRC has undertaken some work and would be open to proposals that build on this. The AAA Road Safety Research Program is focused on research that offers practical and tangible outcomes in order to improve roads safety in Australia. It is the AAA's expectation that the outcomes of this project will provide consumers and businesses a clear guide on the various technologies (including information on how / why they work and the different features available) so that they are able to compare which is the best option for their circumstances.
QUESTION 9 *(via email)*	*How will the AAA ensure the project has captured all the top tech companies in the fatigue field?*
RESPONSE	The AAA expects that a review of the landscape in terms of "top tech companies" would be undertaken during the feasibility phase of the project with a view to ascertain if all / some technologies would be included in the major project. As partners to the project the AAA would offer any assistance regarding the development of relationships with various companies / organisations if needed.
QUESTION 10 *(via email)*	*How is the AAA defining Intellectual Property (IP) developed by the study noting that ownership of IP is a very sensitive issue for most technology companies?*
RESPONSE	Ownership of the IP from the research project would vest with the AAA. This would include data generated as part of the research (de-identified if necessary, to comply with privacy or ethics requirements), methods and research findings. The ownership of existing IP (that is being used as a part of the project) would remain with the party who has ownership of that IP. The AAA does not expect the project to include any development or enhancement of existing products as a part of the project. The AAA's interest is not to commercialise the IP from this project, but to provide information to guide selection of fatigue detection and monitoring technology to improve road safety outcomes.