Transport and Main Roads Heavy Vehicle Telematics Strategy 2016

**OUR VISION**
Connecting heavy vehicles using telematics to an accessible and safer network

**INNOVATION**
Integrated Application, Critical Investigation and Early Adoption

As Queensland’s transport network becomes increasingly inter-connected governments and industries will need to be agile in their adoption of emerging technologies to maximise safety, productivity and access outcomes. As a process of continuous improvement, the Department of Transport and Main Roads (TMR) will support INNOVATION in heavy vehicle telematics by:

- Collating data from multiple technologies (Big Data) to strengthen analysis
- Connecting stakeholders (Open Data) to add value and demonstrate transparency
- Evaluating privacy implications to ensure compliance with relevant legislation
- Enabling Performance Based Standards (PBS) to achieve efficiencies
- Understanding Intelligent Transport System (ITS) trends to best position TMR
- Encouraging industry innovation and the researching and trialling of new technologies to maximise opportunities
- Streamlining processes (including procurement) to remove barriers.

**COMPLIANCE**
Enforcement by Exception

Adding balance to the increased safety, productivity and access benefits of telematics in heavy vehicles is the requirement for assurances. TMR will deliver regulatory COMPLIANCE outcomes in line with the National Compliance Framework** by:

- Applying telematics data to enhance access and mitigate risks to the network and its users
- Utilising intelligence generated by integrated data to target enforcement
- Working with stakeholders to achieve a culture of compliance.

**PARTNERSHIPS**
Focussed and Meaningful Stakeholder Engagement

Consistent with the national in-vehicle telematics PARTNERSHIP approach*, TMR is committed to removing policy and market barriers, promoting standards and interoperability protocols, identifying growth opportunities and rigorously assessing regulatory applications by:

- Encouraging and sponsoring interactions to foster a shared vision
- Identifying and facilitating mutually beneficial collaboration opportunities to encourage investment
- Promoting and recognising contributions and celebrating successes to validate benefits
- Managing stakeholder expectations and reinforcing TMR’s role.

**POLICY & GOVERNANCE**
Streamlined Administration and Evidence-Based Reporting

TMR’s role in the development and implementation of telematics is to provide certainty by setting the regulatory framework, creating an environment for business to invest with confidence. TMR will deliver best-practice POLICY and GOVERNANCE in line with the National Telematics Framework*** by:

- Simplifying burdensome processes and requirements to encourage participation and maximise service delivery
- Influencing and guiding options analysis and providing all stakeholders with clear information to support informed decision making
- Designing and delivering reporting to support diverse stakeholder requirements.

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* National Transport Commission, National in-vehicle telematics strategy: The road freight sector July 2011
** National Transport Commission, Compliance and enforcement framework for heavy vehicle telematics November 2014
*** Transport Certification Australia, National Telematics Framework
Creating our future

OUR MISSION — Improved safety, productivity and network outcomes for the community, industry and government enabled by telematics

Short Term 2–5 Years
- Conduct an On Board Mass (OBM) Over Size Over Mass (OSOM) trial on multi-axle, hydraulic suspension platforms to address weighing variances across jurisdictions
- Mandate Intelligent Access Program (IAP) on heavy mobile cranes to realise productivity gains and cost savings, and mitigate risks to the network
- Inform TMR activities around integrated mapping to assist route planning for heavy vehicles under network access conditions (i)
- Provide Bridge Construction, Maintenance and Asset Management with enhanced reporting to guide options analysis and support informed decision making, particularly around priorities for critical maintenance investment
- National Implementation of voluntary Electronic Work Diaries (EWD) to reduce fatigue related crashes (i, ii)
- Conduct data analytics software testing to understand the value/benefits of combining data from (other) Cooperative Intelligent Transport Systems (CITS)
- Encourage and expand the use of telematics as members of stakeholder groups and investigate opportunities to utilise technology in relation to heavy vehicles (i, ii, iii)

Medium Term 3–8 Years
- Increase the number of IAP/OBM schemes linked to higher productivity and high risk vehicles to achieve efficiencies (i, ii)
- Explore potential OBM monitoring (complimentary to the mandated IAP condition) on heavy mobile cranes
- Investigate and inform the development of integrated mapping tools and applications to encourage participation and maximise service delivery
- Identify and collaborate with (other) stakeholders to support diverse stakeholder requirements particularly around evidence-based reporting
- National implementation of mandatory EWD to reduce fatigue related crashes (i, ii)
- Apply tested analytics software to develop evidence-based reporting to guide enhanced access investment, planning and compliance

Long Term 7–9 Years
- Inform the broader (national) investigation into more efficient models of revenue collection (iv)
- Investigate requirements for permits for vehicles under IAP/OBM conditions to streamline administration processes, encourage participation and maximise service delivery
- Investigate and inform the development of interactive, real-time mapping (tools and applications) to encourage participation and maximise service delivery
- Investigate the development of information access/exchange architecture (big data and open data) to strengthen analysis, add value and demonstrate transparency (i, iv)
- Investigate complimentary technologies to assist with fatigue detection and reduce fatigue related crashes (ii)
- Investigate the development of information access/exchange architecture (big data and open data) to strengthen analysis, add value and demonstrate transparency (i, iv)

NOTES
(i) TMR Compliance Plan 2013–16
(ii) TMR Delivering heavy vehicle safety solutions together Queensland’s Heavy Vehicle Action Plan 2016–18
(iii) TMR Moving Freight: A strategy for more efficient freight movement (2013)