**Speed limiter requirements for heavy vehicles**

Heavy vehicles that are required by the *Australian Design Rule (ADR) 65/00* to be fitted with a speed limiter device are:

- heavy omnibus over five tonne, up to 14.5 tonne GVM and built on or after 1 July 1991
- heavy omnibus over 14.5 tonne GVM and built on or after 1 January 1991
- heavy goods truck over 12 tonne GVM, up to 300HP and built on or after 1 July 1991
- heavy goods truck over 12 tonne GVM, over 300HP and built on or after 1 January 1991
- heavy vehicles where Section 140 of the *Transport Operations (Road Use Management – Vehicle Standards and Safety) Regulation 2010* stipulates the vehicle requires to comply with ADR65/00:
  - bus with a GVM over 14.5 tonne that was built after 1987
  - prime mover with a GVM over 15 tonne that was built after 1987

Heavy vehicles exempt from ADR65/00 speed limiter requirements are as follows:

- emergency or police vehicle
- bus fitted with hand grips or similar equipment for standing passenger to hold
- two axle prime mover if built after 1987 but before July 1991, and its owner uses it for agriculture, horticulture or other primary production activities, other than forestry, fishing or mining.

Heavy vehicles are required to be fitted with a speed limiter set no higher than a maximum speed of 100 km/h.

Road trains are required to be speed limited to 100 km/h, however under the Queensland Road Rules; a road train must not travel at a speed that exceeds 90 km/h.

Heavy vehicle speeding is a serious problem on our roads, with roughly one in five heavy vehicle crashes due to speeding or excessive speed.

Reducing heavy vehicle speeding will make Queensland roads safer.

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**Heavy vehicle speed compliance** focuses on the chain of responsibility and places obligations on certain parties within the transport chain to ensure their actions or inactions do not cause the driver of a heavy vehicle to exceed any speed limit. The provisions in the legislation are preventative in nature and seek to ensure that business practices do not encourage heavy vehicle speeding.
Operators, prime contractors and employers are legally required to prevent a driver from speeding by:

- taking all reasonable steps to ensure actions or inactions do not encourage, support or influence heavy vehicle drivers to speed
- ensuring a driver is not asked or expected to do something operators, prime contractors and employers know (or reasonably ought to know) will (or would likely) result in a driver breaching speed limits
- refusing contracts or agreements with any party in the chain of responsibility that may cause or encourage a driver to speed.

Existing work practices should be reviewed to ensure you comply with the laws.

Drivers are legally required not to speed by:

- driving within the speed limits at all times
- maintaining control and speed of their vehicle by allowing for hills and not placing their vehicle in neutral when travelling down hills
- using training and information provided by employers and other sources
- responding to changing on-road circumstances (e.g. loading/unloading delays) and keeping in communication with their base/employer on schedule changes, delays or other issues
- informing their employer of any safety risks that the schedule may cause (e.g. they haven’t allowed enough time in the schedule to reach the destination.

Schedulers have a duty to take all reasonable steps to ensure that schedules for drivers will not cause or contribute to causing a driver to speed. Schedulers must:

- take into account all lawful speed limits, distances of travel and required rest breaks
- take into account any traffic delays such as road works and detours
- ensure schedules are safe and achievable for drivers while allowing them to comply with speed limits
- consult with drivers when developing schedules and ensure they report any scheduling problems
- have a contingency plan for all schedules (i.e. to allow for unexpected delays such as flat tyres and load checking).

Loading managers have a duty to take all reasonable steps to ensure that the arrangements for loading and unloading a driver’s vehicle will not cause, or contribute to causing the driver to speed. Loading managers must:

- ensure loading and unloading arrangements facilitate compliance (e.g. consider opening times, queuing systems and safety)
- review loading and unloading times and delays at loading/unloading facilities
- identify and remedy potential loading/unloading bottlenecks in consultation with drivers and other parties in the chain of responsibility
- ensure allocated timeslots for loading/unloading are reasonable and reliable.

Consignors and consignees have a duty to take all reasonable steps to ensure that terms of consignment will not result in, or encourage a driver to speed and that will not result in, or encourage an employer, prime contractor or operator to cause or encourage a driver to speed.

As a consignor or consignee you must:

- ensure schedules and deadlines enable driver compliance
- ensure loading and unloading arrangements facilitate compliance
- ensure contractual arrangements include speed compliance and monitoring
- have contingency plans for schedules and deadlines.

For more information on speed compliance visit the TMR website at www.tmr.qld.gov.au/Business-industry/Heavy-vehicles/Compliance-and-enforcement/Heavy-vehicle-speed-compliance.
Road toll update

During 1 January to 31 March 2012 there were 12 fatalities as a result of crashes involving heavy freight vehicles, within Queensland.

This is one fatality less than the same period for the previous year and three fatalities fewer than the previous five year average for the same period.

Of the 12 fatalities, two fatalities were heavy freight drivers, no fatalities were passengers of heavy freight vehicles, and 10 fatalities were other road users (drivers, riders, passengers, pedestrians or bicyclists).

Between January and November 2011, the number of fatalities as a result of crashes involving heavy freight vehicles remained fairly steady. Between December 2011 and March 2012 there were fewer fatalities as a result of crashes involving heavy freight vehicles with the exception of January 2012 where there were 8 fatalities.

Figure 1: Fatalities as a result of crashes involving heavy freight vehicles and crashes not involving heavy freight vehicles, Queensland, 1 January 2011 to 31 March 2012

Waverley Creek rest area

Waverley Creek rest area is an existing motorist site and driver reviver stop controlled by Transport and Main Roads. It is located on the Bruce Highway 13 km south of St Lawrence, between Mackay and Roackhampton and provides the motoring public with facilities including toilets, water, BBQ, tables, shade and shelter.

Historically, the site was open to heavy vehicles, however due to local safety issues heavy vehicle access was removed for the facility in the early 1990’s.

In order to support fatigue management outcomes for heavy vehicle drivers, the department with the support of industry representatives, have secured federal funding to upgrade this motorist rest area in order to allow heavy vehicles access to this strategically located full-facility site.

Waverley Creek is located approximately 10.5 hours from Brisbane when travelling north along the Bruce Highway. This is when drivers are required to take a longer rest break in order to comply with heavy vehicle driver fatigue rules.

Co-locating the heavy vehicle rest area with this existing site is a cost effective approach to assisting heavy vehicle drivers manage their driver fatigue.

The upgrade includes completely separated heavy vehicle parking for up to 14 B-doubles, with long and short-term parking areas. New environmentally friendly toilets service the site and retention of as many trees as safely possible will help to ensure adequate shade.
The department recognises the need for drivers to be well separated from the road and have built noise and light mounding between the Bruce Highway and the heavy vehicle parking area.

The $1.8 million site is expected to be open in late May 2012, it will also provide turning lanes on the highway to further improve safety for all road users.

Both industry and road safety groups have shown strong support to cater for heavy vehicles at this site.

Specifically, Singles Transport Services through the Road Accident Action Group (RAAG) and the Qld Heavy Vehicle Rest Area Group which has representation from Simon National Carriers, Queensland Trucking Association and National Transport Insurance have been very active in ensuring that this site becomes a major contributor to improved road safety outcomes on the Bruce Highway.

Distracted drivers

Many large trucks are now equipped with very sophisticated communication equipment, it allows for the driver to receive instructions and for the truck to report back to the terminal on an array of technical aspects of the truck and its driver. This equipment makes driving safer and delivering goods more efficient.

Many passenger vehicles now come equipped with the latest technical devices to help people navigate, communicate and be entertained while they drive. It’s important that all communications devices add to safety rather than distract from it.

Professional truck drivers recognize the enormous responsibility that they have driving such large vehicles on the roadway. There are some hard and fast rules in the trucking industry for using communications technology in the truck’s cab – stay focused on the main job of driving and communicate at stops. Use technology wisely and don’t be used by it.

Heavy vehicle safety e-mail list

The Heavy Vehicle Safety Systems (HVSS) team, Transport and Main Roads, maintains an email group for notifying industry members of information relating to heavy vehicle safety.

If you would like to be included on this list, please email the HVSS team at hvss_unit@tmr.qld.gov.au