



# FAQS for Industry IVMS

## 1 With peak construction in our industry over, why has the CSG Industry chosen now to roll out changes to IVMS?

Queensland Natural Gas Exploration and Production Industry Safety Forum (Safer Together) was formed in 2014 and IVMS was quickly flagged by both CSG Operators and contractor partners as an area of opportunity to simplify and standardise IVMS requirements for the CSG industry in Queensland. With the bulk of our construction activities now complete, there is a renewed focus on the future. The IVMS initiative, developed by the Land Transport Working Group (LTWG) consisting of CSG operators and contract partners, will deliver sustainable solutions, operational efficiencies and improved transparency by having all stakeholders within the CSG industry working to the same agreed IVMS requirements going forward.

## 2 What's changing with Queensland CSG Industry IVMS requirements?

The Safer Together IVMS initiative will deliver on a number of fronts. Firstly, it will standardise speed zones and IVMS rules across our industry; secondly, it will simplify IVMS requirements – through the alignment of IVMS requirements throughout the sector; and finally, it will provide greater transparency on company driving performance through standardised reporting requirements.

## 3 The Safer Together IVMS initiative was launched on 1 December 2015. Does this mean all the new rules apply as of that date?

The industry acknowledges the significance of the task in our achieving alignment in IVMS across our sector. Whilst the initiative has been launched – it is expected it will be some time before the message filters down to all companies and individual drivers servicing Queensland's CSG Industry. A proposed roll-out schedule – with a deadline of 31 March 2016 - has been prepared to support your organisation in delivering information on the new IVMS requirements to all personnel. You are encouraged to visit the Safer Together website at [www.safertogether.com.au](http://www.safertogether.com.au) for more information.

## 4 Has Safer Together consulted with IVMS providers regarding this initiative?

All known IVMS providers servicing the CSG Industry have been extensively consulted regarding this initiative. They have reviewed and provided input into the Safer Together 'IVMS Specification Standard'. Your IVMS provider must be able to demonstrate compliance to that Standard. Please consult your IVMS provider. Further, Safer Together Land Transport Working Group (LTWG) have consulted with Transport Certification Australia, being the national government body responsible for providing assurance in the use of telematics and related intelligent technologies.

## 5 Is there an implementation plan to roll-out the Safer Together IVMS initiative? What are the key dates for implementing the new Safer Together IVMS initiative?

A proposed roll-out schedule has been prepared to support your organisation in delivering information on the new IVMS requirements to all personnel. The key dates are:

- New speed rules for both sealed and unsealed roads take effect as from 1 December 2015;
- The new exception rules and reporting requirements must be in place by no later than 31 March 2016; and
- All contracts to incorporate Safer Together IVMS requirements into their terms and conditions from 1 July 2016.

You can download a template of the roll-out schedule from the Safer Together website: [www.safertogether.com.au](http://www.safertogether.com.au)

You can also contact us at: [info@safertogether.com.au](mailto:info@safertogether.com.au)



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## Is there an approved IVMS device/s? If so, am I required to swap over to them?

The Safer Together Land Transport Working Group have identified several IVMS devices commonly utilised in our industry. Those IVMS providers have reviewed and contributed to the Safer Together 'IVMS Specification Standard'. Whilst Safer Together do not endorse any particular IVMS device/s, your IVMS provider must be able to demonstrate compliance to that Standard.

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## Who are the known IVMS providers that have been consulted regarding the changes to the IVMS requirements?

The companies consulted include (in alphabetical order): DigiCore Australia; Directed Electronics; GPS Innovations; MiX Telematics; MTData; Navman Wireless; Pinpoint Communications; and Securatrak.

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## Why do some IVMS exceptions allow 'tolerance' (i.e. time) before they capture an event?

In-vehicle telematics often combines a mix of data obtained from vehicle management systems and external means, such as GPS satellite data. In recognition of some limitations of the IVMS device – a level of tolerance is built into the rule to ensure any exception incurred by a driver is both fair, and can be substantiated if challenged.

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## I have noticed a spike in IVMS exceptions since the change was introduced. What's going on?

Safer Together has created a CSG Industry road data set, which now captures – through geofences – a significant number of roads utilised by our sector. There may be a number of reasons to explain your organisations increase in IVMS exceptions.

Firstly, the standardised exception rules have may have been applied resulting in previously non-recognised exceptions now being captured.

Secondly, the CSG Industry road data set may have applied an incorrect speed limit to the road (likely lower than signposted) resulting in an erroneous exception. If this is discovered – please forward an email to [land.transport@safertogether.com.au](mailto:land.transport@safertogether.com.au) , so the specific road speed limit can be reviewed and updated, if necessary.

Alternately, if you are noticing a spike of speeding exceptions as your vehicles enter and/or depart townships – this may be as a result of drivers not adjusting their vehicle speeds to the sign-posted legal limit, in a timely manner.

Finally, should you notice irregular and multiple exceptions (e.g. seat belt) – it may be indicative of a system error. If this is the case – please contact your IVMS Provider to discuss.

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## Who do I contact if I need help in interpreting data or exceptions?

If you engage an IVMS bureau service – direct your query to that organisation. Alternately, you can contact your contract representative and seek assistance from them. Most of the CSG Operators will have individuals within their organisations capable of advising on IVMS data interpretation.

If none of the above options are available, you can forward an email to [land.transport@safertogether.com.au](mailto:land.transport@safertogether.com.au) detailing your query.



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**How do I know that the hire car provider will be able to report according to these requirements?**

The majority of hire car companies based in CSG field locations utilise known IVMS Provider's products.

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**Can I use portable IVMS devices, rather than install a fixed unit in my vehicle?**

Portable IVMS devices cannot monitor all CSG Industry rules (e.g. seatbelts). The absence of a permanently fixed and compliant IVMS unit or inability to meet any of the exception or reporting criteria detailed must be treated as a deviation from the Safer Together IVMS Specification Standard. This includes the use of portable IVMS units. Any decision to deviate from this standard shall be at the discretion of the relevant CSG Operator and contractor.

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**What are the reporting requirements for IVMS exceptions?**

Once embedded across the sector, contractors servicing the CSG Industry will report in line with the Safer Together IVMS Specification Standard. Contractual terms and CSG Operator policies may be amended over time to reflect new reporting requirements.

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**Will there be any ongoing assurance and audits with respect to this new standard?**

During the implementation phase of the new Safer Together IVMS Specification Standard, organisations will have the opportunity to 'self-audit' against industry requirements. It is anticipated reporting will be in line with industry requirements by no later than 31 March 2016. CSG Operators and contractors may implement an assurance program at any time, in line with current contractual terms and conditions.

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**My journey will exceed two hours, however there is another authorised driver travelling in the vehicle who has their own IVMS key/user ID and we will share the driving. Are we still required to stop for 15 minutes, after every 2 hours of driving?**

Drivers of light vehicles must take a 15 minute break after every 2 hours of travel. However, where two or more authorised drivers plan to share the driving, and each driver's part of the journey will not exceed 2 hours, the rule associated with 15 minute breaks after every two hours of driving will not apply, provided that the vehicle is stopped, the ignition is turned off and restarted using the new driver's IVMS key/user ID. Notwithstanding this dispensation, drivers and occupants are encouraged to take at least a 15 minute break after every two hours of travelling and should plan their journey accordingly.

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**I have additional questions, who do I contact?**

See earlier FAQ – 'Who do I contact if I need help in interpreting data or exceptions?' Alternatively you can direct your enquiries to [land.transport@safertogether.com.au](mailto:land.transport@safertogether.com.au).