Heavy Vehicle Overloading - Policy in Action

Submitted by: Australia

Workshop on Regulating High Mass Heavy Road Vehicles for Safety, Productivity and Infrastructure Outcomes
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Heavy Vehicle Overloading

Policy in Action

APEC Transportation Working Group Workshop – 5 April 2017

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Queensland
Government

Customers first

Unleash potential
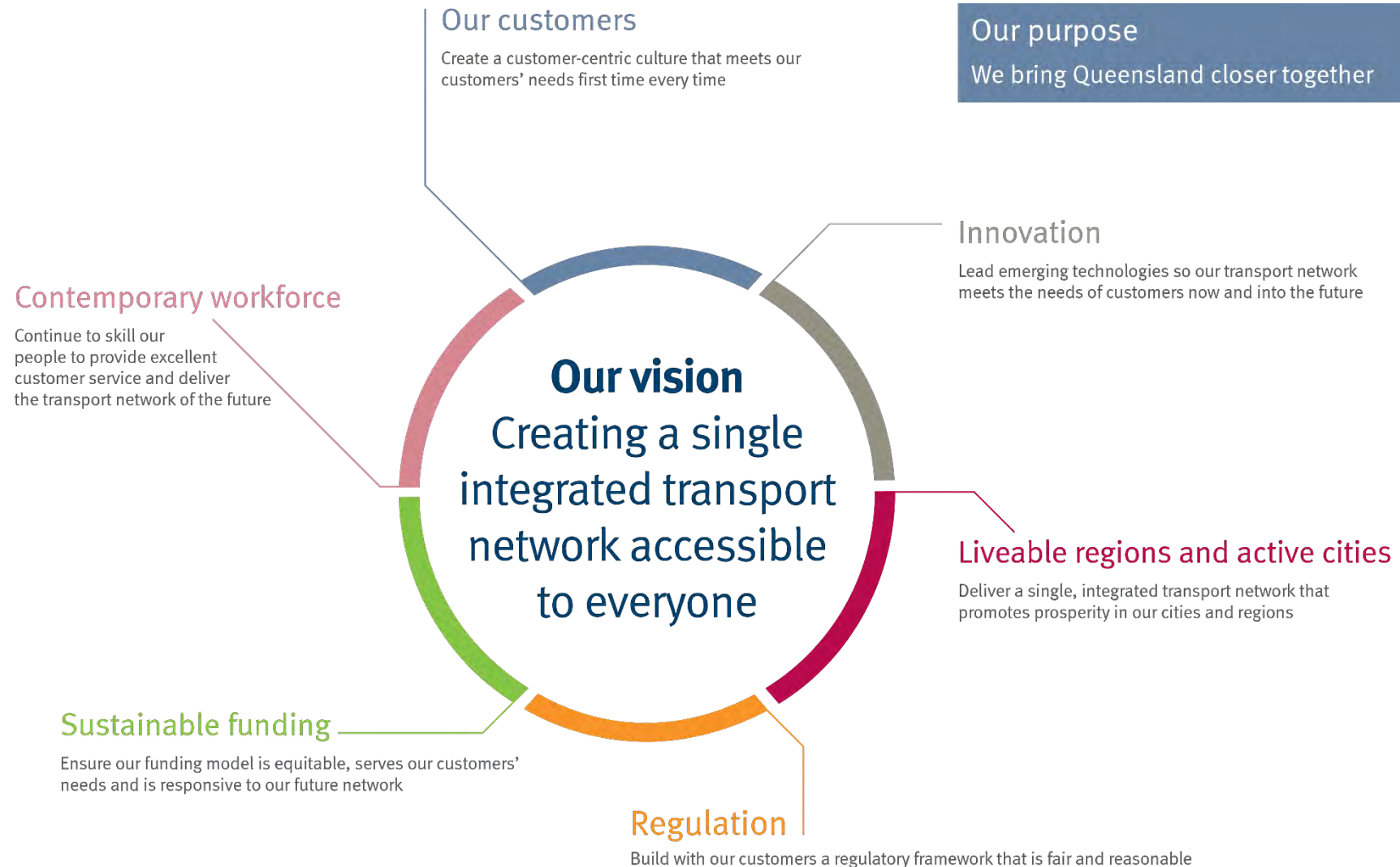
Be courageous

Ideas into action

Empower people

diversity

inspire   create   innovate

Queensland Government's objectives for the community

Advance Queensland

Integrity and accountability

Creating jobs and a diverse economy
- increasing workforce participation
- ensuring safe, productive and fair workplaces
- stimulating economic growth and innovation
- delivering new infrastructure and investment

Delivering quality frontline services
- achieving better education and training outcomes
- strengthening our public health system
- providing responsive and integrated government services
- supporting disadvantaged Queenslanders

Protecting the environment
- protecting the Great Barrier Reef
- conserving nature and heritage
- ensuring sustainable management of natural resources
- enabling responsible development

Building safe, caring and connected communities
- ensuring an accessible and effective justice system
- providing an integrated and reliable transport network
- encouraging safer and inclusive communities
- building regions

Consultation

ADVANCE QUEENSLAND

Our strategic plan

Our customers
Create a customer-centric culture that meets our customers' needs first time every time

Our purpose
We bring Queensland closer together

Innovation
Lead emerging technologies so our transport network meets the needs of customers now and into the future

Contemporary workforce
Continue to skill our people to provide excellent customer service and deliver the transport network of the future

Our vision
Creating a single integrated transport network accessible to everyone

Liveable regions and active cities
Deliver a single, integrated transport network that promotes prosperity in our cities and regions

Sustainable funding
Ensure our funding model is equitable, serves our customers' needs and is responsive to our future network

Regulation
Build with our customers a regulatory framework that is fair and reasonable

About us…

Creating a single integrated transport network accessible to everyone

As at 30 June 2016 we manage:

33,343km
state-controlled roads

3,029
bridges

20
ports

As at 30 June 2016:

3.5m
drivers licensed

5m
vehicles registered

3,260
taxis licensed

256,151
recreational vessel registrations

997,289
boat licenses

3.63m
customers served face-to-face at
59
Customer Service Centres

Our customers conducted
6.68m
online services

As at 30 June 2016 there were:

180m
in SEQ

12.1m
outside SEQ

trips taken annually on bus, rail, ferry and light rail

2.5m
go cards in use

Over 490,000
passengers travel on the south-east Queensland network on average each day

Presentation overview

1. Strategic policy framework overview

2. Case study – Co-Regulation Model (Grain Harvest Management Scheme)

3. Policy settings employed in Queensland:
   - Co-regulation
   - Technology approaches
   - Enforcement approaches

4. Case studies (A-doubles / mobile cranes).

The right policy setting

- Understanding the required outcome
- Each stakeholders' needs and what they bring to the table
  - Supply chain
  - Vehicle operators
  - Road owners
  - Community
- The risk appetite.

The Grain Harvest Management Scheme

In reality (2014 – 15)

- 2210 trucks; 49,010 trips
- 11 letters of reported over loads (sent by receivers)
- 6 letters of suspension (sent by Department of Transport and Main Roads – first time)

GrainCorp - Total

	More than 15% underloaded	Between 7.5% and 15% underloaded	Between 0& and 7.5% underloaded	Between 0% and 7.5%	Number between 7.5% and 15%	Number greater than 15%
Total	1,501	1,523	6,446	21,983	3,344	378
GHMS	816	700	4,096	20,858	3,223	267
Non-GHMS	684	819	2,325	1,076	117	110
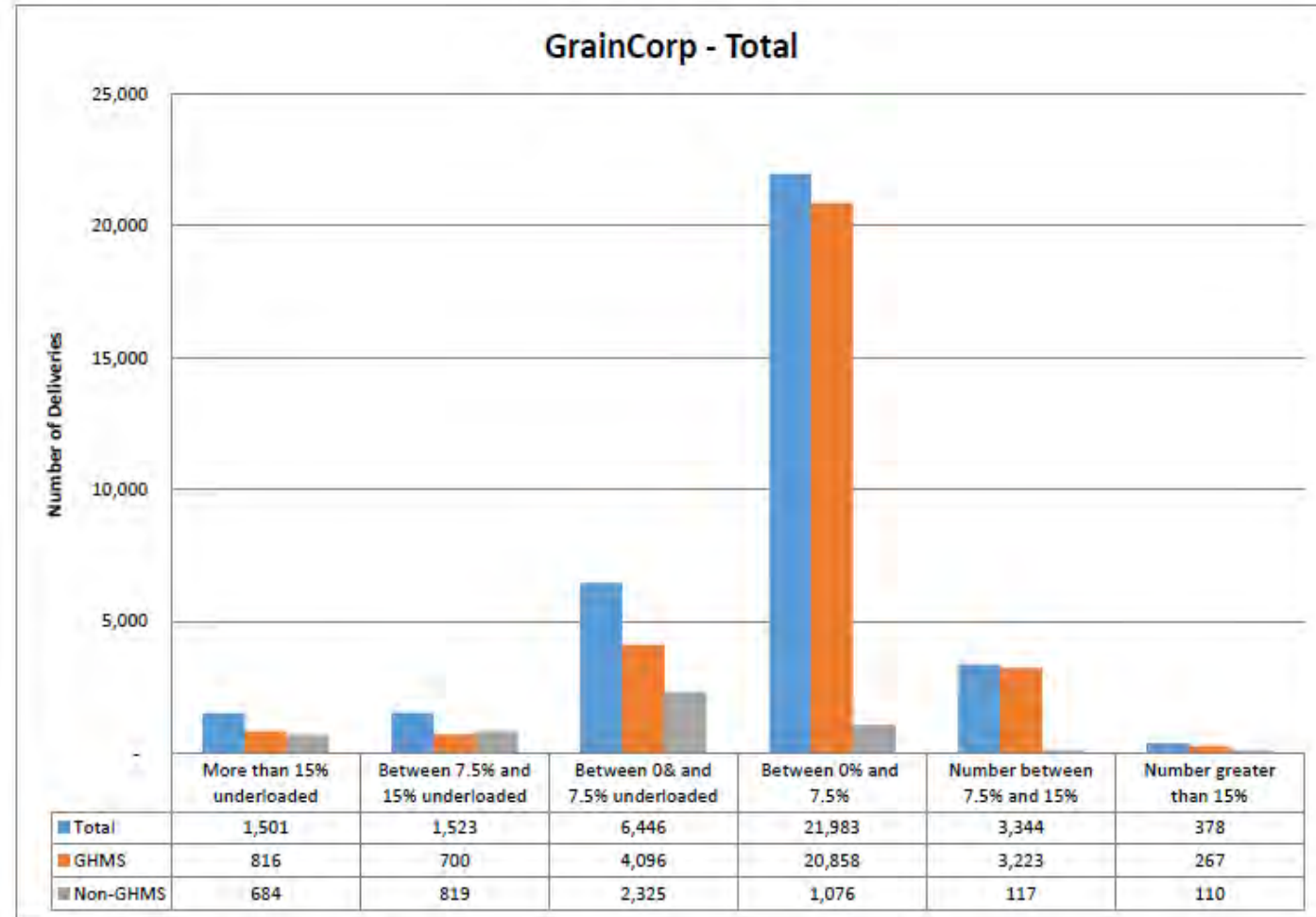
The Broader Lessons

- Including the needs of industry is essential
- We can get much better outcomes by understanding the outcome
- Regulation is not an outcome, it's just one element of good policy
- Co-regulation can work.

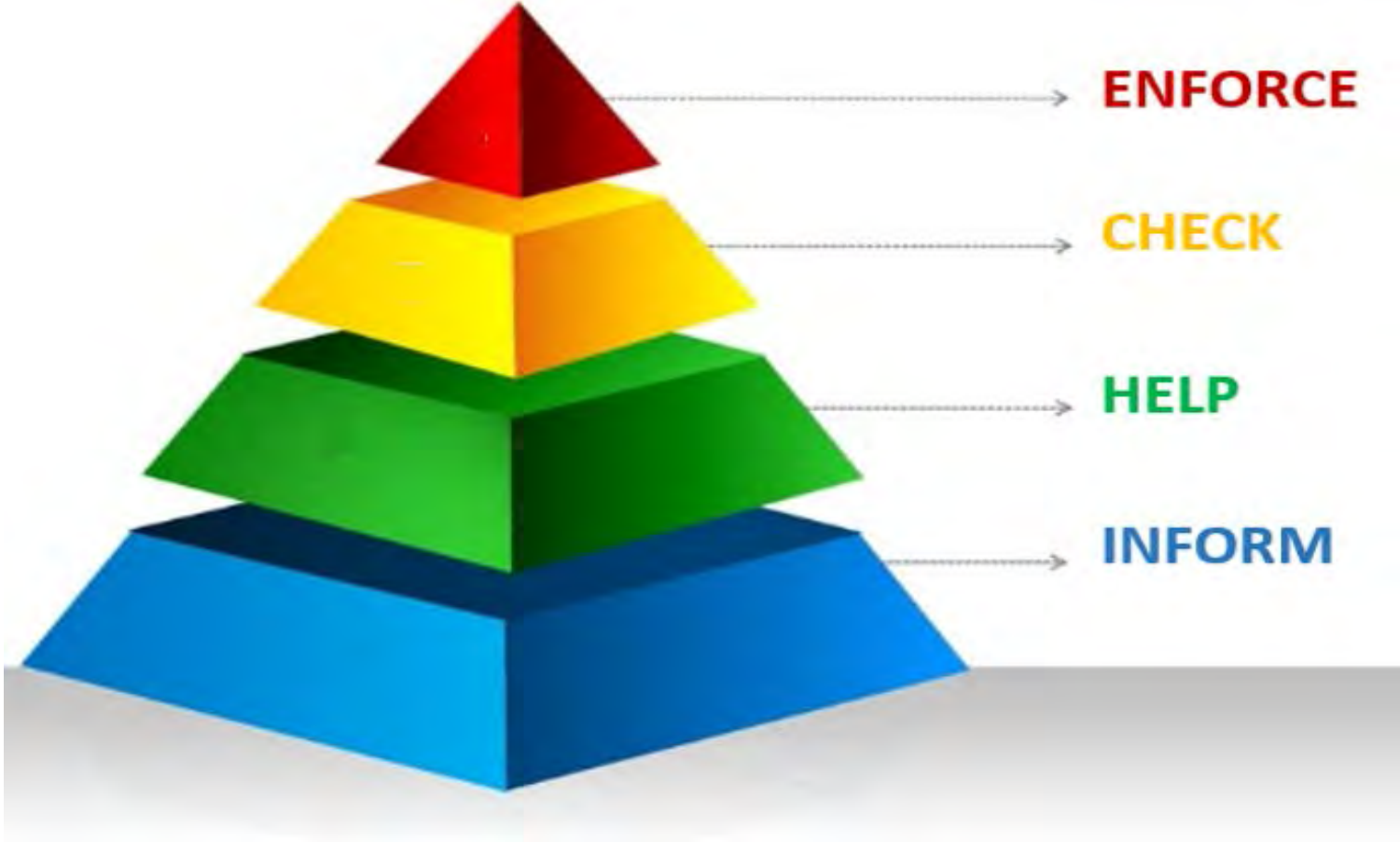# Policy settings for Queensland's transport operators

Co-regulation

- A number of schemes in Queensland (close engagement is key):
  - Grain
  - Sugar cane
  - Timber
  - Livestock loading.

- Effectiveness dependent on effective rules, checking and clear outcomes.

Technology approaches

- **In-road:**
  - Weigh-in-Motion (WiM)
  - Weighbridges
  - Automatic Number Plate Recognition (ANPR).

- **In-vehicle:**
  - Intelligent Access Program (certified satellite tracking)
  - On Board Mass (in-vehicle weighing).

Enforcement approaches

Policy settings for Queensland's transport operators

Case Study – PBS A-doubles

Case study – Heavy mobile cranes

Conclusion

1. Co-regulation can work under right circumstances
2. Effective rules, checks and balances required
3. Engagement and robust information is key
4. Technology and data can be effective (managing risks)
5. A hierarchy of enforcement activity does work
6. On-road presence very important (safety net / broader message)
7. Some good outcomes in Queensland's context (grain, A-doubles, cranes).

Thank you and stay connected

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