



Coal Seam Gas Industry IVMS Minimum Settings for Heavy Vehicles

INTRODUCTION

The CSG industry has a vital interest in maintaining safe, healthy and efficient working conditions.

The industry accepts that one of its highest risks is presented by the operation of vehicles throughout urban, rural or remote locations.

In-vehicle monitoring systems (IVMS) can be used to influence and improve overall driving performance, and to determine the location of a vehicle in the event of an emergency.



KEY LEARNINGS

The IVMS Minimum Settings for Heavy vehicles:

- Establish a consistent approach to configuration of IVMS systems to avoid confusion across the CSG industry.
- Capture a minimum of data that can be used to locate a vehicle, modify driving behaviour, improve driving performance, and to benchmark across the coal seam gas industry.
- Align with APPEA's "CSG FACTS Heavy vehicle minimum specifications" and the International Association of Oil and Gas Producers' "Land Transportation Safety Recommended Practice".

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CHALLENGES

The APPEA Vehicle Safety Guideline recommends using In-Vehicle Monitoring Systems (IVMS) for vehicles operating in rural and remote locations. It also identifies minimum system requirements regarding driver identification and monitoring location, speeding, impacts, roll-overs and other driving information.

However, the Vehicle Safety Guideline is generic. Companies can differ in how they apply it, according to their requirements and work cultures, as well as the risk profiles associated with operating vehicles.

The coal seam gas industry and its contractors and sub-contractors operate many vehicles throughout urban, rural, and remote locations.

Consultation within the CSG industry has identified a common set of minimum IVMS settings for Heavy Vehicle IVMS units, introducing consistency throughout the industry.

These minimum settings (described in the table below) establish a consistent approach to IVMS configuration, capturing data that can be used to improve driving performance and benchmark across the CSG industry.

Establishing a consistent IVMS setting regime does not prevent any organisation from establishing a performance and consequence management framework particular to its work culture and risk profile.

SOLUTIONS

IVMS System Requirement	Setting
SEAT BELT MONITORING	
Driver and passenger seat belts	Any movement, any duration (where seatbelt detector fitted)
SPEED MONITORING	
Designated speed (including geo-fenced zones)	> Designated speed*
Maximum speed	> 100 kph Heavy Vehicles >90 kph Road Trains
Warning alarm	Audible alarm when maximum or designated speed exceeded*



IVMS System Requirement	Setting
FATIGUE MONITORING	
Maximum driving time between rest breaks and minimum rest break time	Fatigue management monitoring is covered as applicable by the jurisdiction and under the legislation in which you operate (Standard, Basic and Advanced Fatigue Management)
Warning alarm	Not Applicable
ACCELERATION/DECELERATION MONITORING	
Harsh Acceleration	> 0.40g
Harsh Braking/Deceleration	> 0.40g
Excessive Harsh Braking/Deceleration	> 0.60g

Notes:

* Implementation subject to the IVMS unit technical capability

References:

- Refer to National Heavy Vehicle Regulator (<https://www.nhvr.gov.au>)

SUMMARY

- This document encompasses IVMS settings for all heavy vehicles (>4.5 tonne GVM).
- These recommendations apply to all heavy vehicles as defined in the Heavy Vehicle National Law and relevant jurisdiction in the state or territory in which they are operated.
- It applies to all CSG companies and their contractors and sub-contractors.
- Each employee and contractor is responsible for demonstrating compliance with this document.
- Management is responsible for implementing and enforcing this document.