

Fact Sheet

Changes to telematics requirements in QLD

What you need to know about the transition to TMA and Smart OBM

What's happening?

Across Australia, jurisdictions are moving to harmonise telematics monitoring for heavy vehicles. A nationally consistent approach will deliver operational efficiencies and cost savings to industry, cross-border efficiencies, and richer telematics data to assess and improve road networks.

Transport and Main Roads Queensland (TMR) has introduced changes to the types of telematics applications used in Queensland.

TMR requires telematics monitoring as a condition of heavy vehicle access to Queensland's road network. This is facilitated by the Queensland Interim On-Board Mass (OBM) program and the Intelligent Access Program (IAP).

From 1 December 2022 TMR started an 18-month transition to:

- Smart On-Board Mass scheme
- Telematics Monitoring Application (TMA) scheme

The move to Smart OBM technology in Queensland is in line with other jurisdictions and will provide a range of benefits to both transport operators and road managers.

Which vehicles are involved?

The change impacts owners or operators of:

- Class 2 vehicles operating at Higher Mass Limits (HML)
- Class 2 Performance-Based Standards (PBS) Level 1 & 2A Truck and Dog Trailers operating at HML
- Class 2 PBS A-Doubles
- Class 3 20m Long 3-Axle Truck and 4-Axle Dog Trailers

Owners or operators of these vehicles should discuss transition to TMA and (if required) Smart OBM with their certified Smart OBM Supplier and preferred Application Service Provider.

When do I need to transition my enrolment by?

All existing enrolments should be fully transitioned to TMA and (if required) Smart OBM before the end of the transition period, 1 June 2024. Owners or operators with existing enrolments may transition whenever they choose from 1 December 2022, however, they must be fully transitioned by 1 June 2024.

What about new enrolments from 1 December 2022?

From 1 December 2022 no new enrolments will be accepted in the:











- IAP in Queensland for affected vehicles
- Interim OBM Scheme for affected vehicles


From 1 December 2022, all new enrolments must be enrolled in TMA and (if required) Smart OBM.

Transport operators should discuss transition to TMA and (if required) Smart OBM with the Smart OBM supplier and Application Service Provider of their choice.

Further information can be found at tca.gov.au

What are the changes to telematics requirements?

| Vehicles affected by transition | QLD requirements before 1 December 2022 | | QLD requirements from 1 December 2022 | |
|---|---|---|---|---|
| | IAP | Interim OBM | TMA | Smart OBM |
| Class 2 vehicles operating at HML ¹ |  | |  | |
| Class 2 PBS Level 1 & 2A Truck and Dog Trailers operating at HML ² |  | |  | |
| Class 2 PBS A-Doubles ³ |  |  |  |  |
| Class 3 20m Long 3-Axle Truck and 4-Axle Dog Trailers ⁴ | | |  |  |

 Note: In the case of Class 3 20m Long 3- Axle Truck & 4-Axle Dog Trailers, refer to your NHVR Permit, as this will specify whether Smart OBM is required on your vehicle.

¹Queensland Higher Mass Limits Declaration

²National Class 2 PBS Level 1 & 2A Truck and Dog Trailer Authorisation Notice

³Queensland Class 2 Performance Based Standards A-Double (Toowoomba to Port of Brisbane) Authorisation Notice

⁴National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice