

TfNSW Telematics Data Use								
Policy reference	Scenario No.	Scenario Description	Scenario Detail - In policy Today	Currently reporting via Fleet Coordinators Y/N On request - via Assoc Dir Approval	Justification details	ETU Proposal	Accepted	ST/ NSW obligation
NSW Government Fleet Telematics Policy (Appendix 2)- current policy reference point	1	Over speeding (Note: The whole-of-government telematics working group with volunteer representatives from several clusters agreed that they should at the minimum monitor the following 2 driver behaviour scenarios to improve driver safety.)	The telematics report identified the driver overspeeding (i.e. exceeding the signposted speed limit)	Y	Manage infringement obligations of Sydney Trains - use system to identify driver in the event a fine is issued - reactive in application	Manage infringement obligations of Sydney Trains only	Yes	NSW Govt Fleet Policy - WHS and Driver behaviour (Duty of Care)
NSW Government Fleet Telematics Policy (Appendix 2)- current policy reference point ST SMS-06-OP-3333 Managing risks when operating a Light Vehicle	2	Driver Fatigue (Note: The whole-of-government telematics working group with volunteer representatives from several clusters agreed that they should at the minimum monitor the following 2 driver behaviour scenarios to improve driver safety.)	The telematics report identified the driver had a single/multiple trips of more than 3 hours without taking any break.	On request	Manage fatigue obligations of Sydney Trains for investigation purposes (i.e. accident) ST SMS - Workers who are going to drive a light vehicle must take 15 minute break every two hours when driving a light vehicle; TfNSW Fatigue Management	No continual monitoring	No - HVNL mandatory reqt - log sheet	For Heavy Vehicles, HVNL requirement SMS-06-OP-3204 Managing risks when operating a Heavy Vehicle. ST SMS-06-OP-3333 Managing risks when operating a Light Vehicle - Workers who are going to drive a light vehicle must take 15 minute break every two hours when driving a light vehicle Recommendation on Road Safety NSW Govt Fleet Policy - WHS and Driver behaviour-Legal obligation.
	3	Date and time of travel	As above (Telematics report identified the driver had a single/multiple trips of more than 3 hours without taking any break).	Y	Manage fatigue & or infringement obligations of Sydney Trains	OK	Yes	NSW Govt Fleet Policy - WHS and Driver behaviour - Legal obligation
	4	Trip Allocation: Private or Business	The telematics data identified the vehicle was being driven at higher frequencies and longer distances during the weekends and public holidays when the driver was not rostered on.	Y	Personal use includes the carriage of non-government passengers and/or non-business passengers. It also generally includes travel to and from the usual workplace.	OK	Yes	FBT Report Purposes - Taxation Law
	5	Location of vehicle including longitude, latitude and altitude	Telematics could identify the location of the vehicle in the event of theft or insurance assessment purposes or when in the custodianship of a third party ie mechanic or tow truck.	On request	There are only limited staff who have access to live tracking such as Fleet admin (i.e. Fleet coordinators for FBT / infringement fine purposes) & Associate Director Commercial – Engineering and Maintenance	In the event of theft or insurance claim	Yes	
	6	Odometer reading	The telematics report identified the vehicle was not maintained according to the odometer readings and the maintenance intervals set by the OEM	On request	Manage vehicle maintenance requirements as determined per the OEM	OK	Yes	Maintenance requirements
	7	Following a crash incident	In the event that Telematics detects a crash incident, the following information will be collected for the previous four minutes of travel before the incident: Location Time & Date Direction of travel Speed	On request	Manage Safety & Infringement obligations of Sydney Trains (refer item 1)	Yes if staff are consulted	Yes	ST are lawfully required to provide data in a police investigation so consultation is on a best efforts basis. Insurance & driver behaviour detecting motor vehicle accident.
	8	Stop, Start and Ignition changes	The telematics report identified the vehicle ignition was activated numerous times resulting in a flat battery condition	On request	Assists in managing vehicle performance issues & fatigue (refer item 2)	Telematics not used	No	This is required for the safe running of vehicles
	9	Speed alerts	The telematics report identified the speed alert activated numerous times which may have lead to a speeding infringement.	On request	Manage Safety & Infringement obligations of Sydney Trains (refer item 1)	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations
	10	Driver fatigue alerts	Telematics report indicated that multiple driver fatigue alerts were initiated prior to an accident	On request	Driver fatigue or drowsy driving is a safety hazard for the road transport industry. (refer item 2)	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations - used in accident investigation
	11	Harsh braking alerts	Telematics report identified the driver was using more force than necessary to stop the vehicle prior to an accident.	On request	The presence of harsh braking may indicate aggressive or distracted driving or defensive driving in some cases which can lead to costly claims, as well as increased maintenance costs.	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations
	12	Tamper alerts	Telematics report identified the GPS tracker lost power and was disabled and rendering the vehicle untraceable	On request	The loss of power from the GPS unit may indicate the unit has dislodged itself or has been physically tampered with	Telematics not used	No	We need to understand we have the safety controls in place and to meet legal obligations
	13	Monitoring of geofencing	Telematics could be used when ST vehicles travel outside of the network area and where Train Link vehicles should not be travelling outside of the state.	On request	This could be beneficial when reporting private or business usage unless approved by the business	Telematics not used	Partial	Agree limits on use (ie outside the state and network area)

	14	Monitoring of wheel spin	Telematics report indicated excessive wheel spinning or excessive application of torque to the driving wheels causes one or both tyres to break / lose traction	On request	Safety concern if a driver is continuously driving in an unsafe manner and not adhering to road rules to ensure the safety of themselves and members of the public. Maintenance costs of vehicle can be minimised if monitored.	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations
	15	Harsh Acceleration	Telematics report indicated harsh acceleration leading to loss of control of vehicle	On request	Safety concern if a driver is continuously driving in an unsafe manner and not adhering to road rules to ensure the safety of themselves and members of the public.	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations
	15	Harsh cornering	Telematics report indicated harsh cornering when in a turn or curve too fast leading to risk of loss of control or overturning.	On request	Safety concern if a driver is continuously driving in an unsafe manner and not adhering to road rules to ensure the safety of themselves and members of the public.	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations
	16	Rough riding	Telematics report indicated rough riding (caused by wheels and tyres, suspension, transmission, or engine issues) leading to severe damage to the vehicle or a dangerous accident.	On request	Safety concern if a driver is continuously driving in an unsafe manner and not adhering to road rules to ensure the safety of themselves and members of the public or the vehicle components are defective.	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations
TfNSW Road Safety Guide	17	Seatbelt usage	Telematics report indicated seat belts were not being used during each trip. Not using a seat belt correctly could potentially harm the driver and passengers in an accident.	On request	Safety concern if a driver is continuously driving in an unsafe manner and not adhering to road rules to ensure the safety of themselves and members of the public. TfNSW Road Safety Guide includes mandatory wearing of seat belts.	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations
ST SMS-06-OP-3333 Managing risks when operating a Light Vehicle ST SMS-06-OP-3204 Managing risks when operating a Heavy Vehicle	18	360 vehicle check/vehicle pre start compliance	Telematics report indicated the pre-start inspections were not being completed resulting in unseen problems with the vehicle or potential breakdowns whilst on the road.	Y	The pre start check list is in place to ensure the vehicle is safe for use by the employee and rectification if required in a timely manner and to minimise downtime.	Telematics not used	No	Need to check vehicle condition before commencing trip so there are no defects - Safety, HVNL legal requirement
ST SMS-06-OP-3333 Managing risks when operating a Light Vehicle	19	Driver fatigue time monitoring	Telematics report indicated Fatigue detection systems were being triggered multiple times prior to an accident.	On request	Safety concern if a driver is continuously driving in an unsafe manner and not adhering to road rules to ensure the safety of themselves and members of the public. (refer to item 2 & 7) Workers who are going to drive a light vehicle must take 15 minute break every two hours when driving a light vehicle;	Telematics not used	Partial	Agree an annual driver safety behaviour review in line with policy recommendations
	20	Idle vehicle time	Telematics report indicated the driver was not turning off the engine after a certain amount of idling time.	On request	Monitoring vehicle/engine performance supports savings due to excessive wear and tear. (Not being monitored)	Telematics not used		
TfNSW Road Safety Guide	21	Safety incident investigation	Telematics report was requested post a safety incident or at the request of law enforcement agency, an examination and assessment of such things as the vehicle's mechanical condition, the tyres, impact damage profiles and vehicle diagnostics. Vehicle interiors can be inspected for evidence of seatbelt usage and injury mechanisms	On request	Manage Safety & Infringement obligations of Sydney Trains (refer to item 7) & TfNSW Road Safety Guide	To discuss		Safety incident investigation required -
	22	Track locations of vehicles at staff home addresses	Telematics report indicated the vehicle was being garaged at a location other than was specified as per the TfNSW Home Garaging Procedure.	On request	Auditing home garaging approvals against Telematics data in accordance with the TfNSW Home Garaging Procedure (and used for business/private use identification)	Clarity required - redacted address information is OK?		Specific address not required
	23	Tracking of any information if a driver/user of vehicle is in a domestic violence situation	To be discussed	On request	Could be used only if requested by HR, Workplace conduct team or Police	Telematics not used	Yes - but if the driver is at threat can we use data to assist?	What happens in the event the driver is at threat from a 3rd party?
	24	Camera or sound recording	In Line with Legislation	Not Used	Not Used			
	25	Workplace conduct investigation	To be discussed		To be discussed			Clarity required if it is with P & C or PSU?

For discussion: If a driver is continuously driving in an unsafe manner, there is no reason why a message via WHS cannot be sent to remind them of their obligation and adherence to road rules to ensure the safety of themselves and members of the public. - WHS obligations
Accident investigation ?

Duty of care obligation (section 28 of WHS Act - Duty of workers)