

Question on Notice

No. 907

Asked on 21 August 2024

MR S MINNIKIN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

With reference to the government's December 2022 announcement that Phone Awareness Monitor (PAM) signs were to be rolled out in a six-month trial in 2023—

Will the Minister advise (a) the dates that the trial ran, (b) the locations of the trial PAM signs (including the number of signs at each location) and (c) the outcome of the trial?

ANSWER:

I thank the Member for Chatsworth for the question.

- (a) As a key action under the *Queensland Road Safety Action Plan 2022–2024*, the Department of Transport and Main Roads (TMR) is prototyping new behaviour awareness monitoring (BAM) technology. Previously described as a phone awareness monitor (PAM) trial in answer to Question on Notice 1407—tabled on 14 December 2023—following the Ministerial Road Safety Roundtable in January 2023, a commitment was made to extend the PAM initiative to also include 'following too closely' (tailgating). The technology has since been renamed to encompass the broader scope.

Through this initiative, BAM cameras will be tested to determine if they can detect unsafe mobile phone use and tailgating behaviour, while providing real time, targeted messages to drivers via a variable message sign (VMS). The intention is to develop a low-cost, non-enforcement solution to complement existing methods of deterrence.

Phase one, which began in the first half of 2023, has been completed. After a rigorous testing process led by the Queensland University of Technology's Centre for Accident Research and Road Safety – Queensland (CARRS-Q), the VMS messages have been finalised. These messages will be displayed to drivers in real time during the on-road phase of the trial.

Phase two remains in progress. TMR is working with technology developer Acusensus and CARRS-Q to assess the BAM system in a controlled environment under off-road conditions. This off-road testing has been occurring at the RACQ Mobility Centre, Mount Cotton, Queensland.

Phase three, involving on-road trials, will commence in late 2024. The on-road trials have been delayed due to the expansion of the initiative to include tailgating.

It is important to recognise this initiative is a 'proof of concept', where TMR is proactively working with industry partners to explore viability of innovative and emerging technologies that might play an important role in reducing the number of lives lost and serious injuries on Queensland roads. The technology must be proven in an off-road safe environment before any on-road trials can commence.

- (b) For the purposes of the on-road trial, cameras will be installed over a single-lane, straight road, in a 60–80 km/hr speed zone on the state-controlled network. Four trial sites have been identified, covering both regional and urban areas – two are in Townsville (Northern District) and two are in South East Queensland (South Coast Region and Metropolitan Region).
- (c) At the conclusion of the trial, the viability of the technology and its influence on overall driver behaviour change will be determined and the findings used to inform future steps.

The Miles Government is delivering its ninth record transport and roads infrastructure program in a row, as detailed in the *Queensland Transport and Roads Investment Program 2024–25 to 2027–28*, which outlines \$37.4 billion in investment over the four financial years and is estimated to support an average of 28,000 direct jobs over the life of the program.