

Queensland

Transport Operations (Road Use Management) Act 1995

Traffic Regulation 1962

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Traffic Regulation 1962

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Traffic Regulation 1962

Part 1 Preliminary

1 Short title

This regulation may be cited as the *Traffic Regulation 1962*.

2 Fees

The fees payable under the Act are stated in schedule 4.

2A Rounding of amounts expressed as numbers of fee units

(1) This section applies for working out the amount of a fee expressed in this regulation as a number of fee units.

(2) For the purposes of the *Acts Interpretation Act 1954*, section 48C(3), the amount is to be rounded to the nearest multiple of 5 cents (rounding one-half upwards).

Example—

If a fee were 35 fee units and the value of a fee unit were $1.015, the number of dollars obtained by multiplying 35 by $1.015 would be $35.525. Because $35.525 is halfway between $35.50 and $35.55, it is rounded upwards, so the amount of the fee would be $35.55.

4 Definitions

In this regulation—

analogue redlight camera system means a camera system described in schedule 10, part 1.

analogue speed camera system means a camera system described in schedule 10, part 2.

ANPR camera system means a camera system described in schedule 10, part 3.

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ANPR Camera System Coding Manual means the manual by that name published on the department's website.

approved supplier, for part 19, see section 173.

associated with, in relation to a marking or writing, see section 120(9) of the Act.

camera means that part of a photographic detection device used for capturing sounds, images or data.

camera system hardware, for the following camera systems, means a component of the system—

(a) an ANPR camera system;

(b) a digital combined redlight and speed camera system;

(c) a digital redlight camera system;

(d) a digital speed camera system;

(e) a digital point-to-point camera system;

(f) a dangerous goods vehicle detection camera system;

(g) a digital driver behaviour camera system.

Examples of camera system hardware—

the system's camera or cameras, server and electrical wiring

CTP insurance offence, for part 22, division 2, see section 208A.

dangerous goods vehicle detection camera system means a camera system described in schedule 10, part 8.

Dangerous Goods Vehicle Detection Camera System Coding Manual means the manual by that name published on the department's website.

digital combined redlight and speed camera system means a camera system described in schedule 10, part 6.

digital driver behaviour camera system means a camera system described in schedule 10, part 9.

digital point-to-point camera system means a camera system described in schedule 10, part 7.

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Note—

A digital point-to-point camera system comprises multiple cameras. It can be used to provide evidence of a prescribed offence based on—

(a) an image, or images, of a vehicle captured by 1 of the system's cameras at a particular location and time; or

(b) images of a vehicle captured by more than 1 of the system's cameras at different points on a road, the distance between which is used to calculate the average speed of the vehicle (see the Act, section 120A).

digital redlight camera system means a camera system described in schedule 10, part 4.

digital speed camera system means a camera system described in schedule 10, part 5.

disability parking permit means a permit under section 111 of the Act.

driver has the meaning given by the Queensland Road Rules.

placard load offence, for part 22, division 2, see section 208A.

registration number see the *Transport Operations (Road Use Management—Vehicle Registration) Regulation 2021*, schedule 8.

registration offence see section 208A.

rider has the meaning given by the Queensland Road Rules.

road-related area has the meaning given by the Queensland Road Rules.

sign includes any poster, placard, notice, sign board, or sign of any kind whatsoever, and which is or is not illuminated or has affixed thereto any material designed to reflect light, and also includes any device, design, structure or erection in the nature of an advertisement or advertising device, and any framework, board, or other structure whatsoever which is used or intended to be used, or is adapted to be used, for the purpose of affixing thereto or supporting any device, design, poster, placard, notice, sign board, or other sign which is a *sign* within the meaning of this definition.

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speeding offence means a prescribed offence against the Queensland Road Rules, section 20.

stop line has the meaning given by the Queensland Road Rules.

Traffic Camera Coding Manual means the Traffic Camera Coding Manual issued by the commissioner.

traffic light includes a traffic arrow.

4A Reference to image or video captured by a camera system

(1) This section applies in relation to an image or video made by a camera system that is a photographic detection device.

(2) A reference in this regulation to an image or video captured by a camera in the camera system is a reference to the images, sounds or data captured by the camera to make the image or video.

Part 2 Scope, effect, and administration of regulations

5 Application of regulation to drivers, pedestrians and vehicles

Unless otherwise stated this regulation in so far as it applies to drivers and pedestrians and the use of vehicles shall apply to drivers and pedestrians and the use of vehicles upon roads.

6 Application of regulation to animals

A rider of an animal has the duties, rights and privileges imposed or conferred on the rider or driver of a vehicle by the provisions of this regulation, other than provisions which by their nature can not apply in relation to animals.

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Part 12 Regulated parking

59 Facilitation of proof

(1) In any proceedings under or for the purpose of the Act or this regulation the allegation or averment in any complaint—

(a) that at any time or date mentioned in the complaint any place is or is not or was or was not a metered space, parkatarea space, or loading zone, as the case may be, or a part thereof, or is or is not or was or was not within a traffic area; or

(b) that any specified time is or is not or was or was not within the fixed hours in relation to a metered space or spaces, or a parkatarea space or spaces, or is or is not or was or was not within the hours and upon a day during which regulated parking other than metered parking and parkatarea parking is or was operative within a traffic area; or

(c) that any specified period is or was the prescribed maximum period for which a vehicle may be parked in a metered space or in a parkatarea space, or within a traffic area other than in a metered space or parkatarea space; or

(d) that a device installed for a metered space or parkatarea space is a parking meter or parkatarea, as the case may be, duly installed and maintained in relation to, or provided for, that space;

shall be prima facie evidence of the matter or matters so alleged or averred.

(2) This section shall apply to any matter alleged or averred hereunder although evidence in support of such matter or of any other matter is given and shall not lessen or affect any onus of proof otherwise falling on the defendant.

(3) In this section—

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regulated parking means parking that is regulated by the chief executive, or a local government, by an official traffic sign under chapter 5, part 6 of the Act.

Part 12A Disability parking

60 Criteria for disability parking permit

(1) For section 111(1)(b)(ii) of the Act, the criterion for a specified vehicle is that it has a GVM of not more than 4.5t.

(2) For section 111(4) of the Act, definition *person with a disability*, the following eligibility criteria are prescribed—

(a) the person resides in Queensland;

(b) the person has a mobility impairment or is blind.

(3) In this section—

blind, in relation to a person, means having a visual defect, or a combination of visual defects, that result in permanent or temporary visual loss for the person that is, or is equivalent to—

(a) visual acuity of less than 6/60 in both eyes, assessed using the Snellen scale after correction by suitable lenses; or

(b) the constriction of the person's field of vision to 10 degrees or less of the arc around central fixation in the person's better eye, regardless of corrected visual acuity.

mobility impairment, in relation to a person, means—

(a) an inability to walk resulting in the need to always use a wheelchair or motorised wheelchair; or

(b) a severe restriction in the ability to walk because of a permanent medical condition or disability; or

(c) a severe restriction in the ability to walk because of a temporary medical condition or disability.

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occupational therapist means a person registered under the Health Practitioner Regulation National Law to practise, other than as a student, in the occupational therapy profession.

ophthalmologist means a person who holds specialist registration under the Health Practitioner Regulation National Law in the specialty of ophthalmology.

optometrist means a person registered under the Health Practitioner Regulation National Law to practise, other than as a student, in the optometry profession.

temporary—

(a) in relation to visual loss—means of at least 6 months duration as certified by a doctor, ophthalmologist or optometrist; or

(b) in relation to a medical condition or disability—means of at least 6 months duration as certified by a doctor or occupational therapist.

61 Application for permit

(1) An application for a disability parking permit must—

(a) be in the approved form; and

(b) be supported by enough information to enable the chief executive to decide the application.

(2) If the chief executive reasonably believes further information or documents are required to make a decision about the application, the chief executive may give a written notice to the applicant requiring the applicant, within a stated period of at least 28 days, to give the chief executive further information or documents relevant to the application.

(3) If the applicant does not comply with a notice given under subsection (2), the chief executive may declare, by further written notice given to the applicant, that the application is taken to be withdrawn on the day stated in the notice.

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62 Deciding the application

(1) The chief executive must, as soon as practicable, consider the application after receiving all necessary information relevant to the application, and—

(a) grant the application; or

(b) refuse to grant the application.

(2) The chief executive may refuse to grant the application if, within 1 year immediately before the application was made, a disability parking permit held by the applicant was cancelled under chapter 3, part 1A of the Act on any of the following grounds—

(a) the applicant was convicted of an offence against section 126(1) of the Act;

(b) a breach of the condition mentioned in section 65(1)(d) or (2)(d).

63 Granting of, or refusing to grant, application

(1) If the chief executive decides to grant the application, the chief executive must issue a disability parking permit to the applicant.

(2) Subsection (3) applies if the chief executive decides—

(a) to refuse to grant the application; or

(b) to issue a disability parking permit to the applicant subject to a condition, other than a condition mentioned in section 65.

(3) The chief executive must, as soon as practicable, give the applicant a written notice stating the following—

(a) the decision;

(b) the reasons for the decision;

(c) that the applicant may either—

(i) apply for a review of the decision under section 65 of the Act; or

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(ii) apply to QCAT for a review of the decision under section 131(2) of the Act;

(d) that, if the applicant applies for a review of the decision under section 65 of the Act (the ***first review***), the applicant is also able, under section 65A of the Act, to apply to QCAT for a review of the chief executive's decision on the first review.

64 Duration of permit

(1) For a person with permanent visual loss of a kind mentioned in section 60(3), definition *blind*, a person with a mobility impairment of a kind mentioned in section 60(3), definition *mobility impairment*, paragraph (a) or (b) or an organisation, the disability parking permit is issued for a period of 5 years.

(2) For a person with temporary visual loss of a kind mentioned in section 60(3), definition *blind* or a person with a mobility impairment of a kind mentioned in section 60(3), definition *mobility impairment*, paragraph (c), the disability parking permit is issued for the shorter of—

(a) a period equal to the duration of the medical condition or disability; or

(b) a period of 1 year.

65 Standard conditions

(1) A disability parking permit issued to an individual is subject to the following conditions—

(a) a vehicle in which the individual is travelling must not be parked in a parking area for people with disabilities unless the vehicle displays the permit;

(b) at some time while a vehicle in which the individual is travelling is parked in a parking area for people with disabilities, the individual must alight from, or enter, the vehicle;

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(c) if a vehicle in which the individual is travelling is parked at a place under the Queensland Road Rules, section 206—at some time while the vehicle is parked at the place, the individual must alight from, or enter, the vehicle;

(d) the individual must not allow the permit to be used by another person for a purpose for which the permit was issued, unless the use is in connection with a vehicle in which the individual is travelling at the time;

(e) the individual may only use the permit for a vehicle with a GVM of not more than 4.5t.

(2) A disability parking permit issued to an organisation for a specified vehicle is subject to the following conditions—

(a) if the vehicle is being used by the organisation to transport persons with a disability—it must not be parked in a parking area for people with disabilities unless it displays the permit;

(b) if the vehicle is being used by the organisation to transport persons with a disability and is parked in a parking area for people with disabilities—at some time while the vehicle is parked in the parking area, 1 or more of the persons must alight from, or enter, the vehicle;

(c) if the vehicle is being used by the organisation to transport persons with a disability and is parked at a place under the Queensland Road Rules, section 206—at some time while the vehicle is parked at the place, 1 or more of the persons must alight from, or enter, the vehicle;

(d) the organisation must not allow the permit to be used by another person for a purpose for which the permit was issued, unless the other person is at the time using the vehicle to transport persons with a disability.

(3) In this section—

parking area for people with disabilities has the meaning given by the Queensland Road Rules, section 203(2).

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persons with a disability means persons who meet the eligibility criteria stated in section 60(2).

66 Review of decisions

(1) Sections 65 and 65A of the Act apply to a permit decision as if a reference to an original decision in section 65 of the Act were a reference to the permit decision.

(2) In this section—

permit decision means a decision of the chief executive—

(a) to refuse to grant an application for a disability parking permit; or

(b) to issue a disability parking permit subject to a condition, other than a condition mentioned in section 65.

67 Return of suspended or cancelled permit

(1) This section applies if the chief executive suspends or cancels a person's disability parking permit under chapter 3, part 1A of the Act.

(2) The chief executive may give the person a written notice requiring the person to return the permit in a way and within a period that is at least 14 days stated in the notice.

(3) The person must comply with the notice, unless the person has a reasonable excuse.

Maximum penalty—20 penalty units.

(4) The chief executive must return a suspended permit to the person at the end of the suspension period.

68 Replacement permits

(1) This section applies if the holder of a disability parking permit (the ***original permit***) becomes aware, or reasonably suspects, the permit has been damaged, lost or stolen.

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(2) The holder must promptly apply to the chief executive for a replacement permit.

(3) The application must be made in the approved form.

(4) If the chief executive is satisfied the original permit has been damaged, lost or stolen, the chief executive must issue a replacement permit to the person.

69 Permit copied, damaged etc.

A person must not wilfully do any of the following to a disability parking permit, unless the person has a reasonable excuse—

(a) alter or copy the permit;

(b) damage or deface the permit, or otherwise make the permit illegible.

Maximum penalty—20 penalty units.

70 Change of name, address or postal address

(1) If the holder of a disability parking permit changes any of the following, the holder must notify the chief executive of the change within 14 days of the change—

(a) the holder's name or address;

(b) if there is a current postal address for the holder—the postal address.

Maximum penalty—20 penalty units.

(2) In this section—

current postal address, for a person, means a postal address—

(a) given by the person to the department for use by the department (whether or not it was given for the purpose of this regulation); and

(b) for which no written or oral notice from the person, requiring the department to discontinue use of the postal address, has been received by the department.

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Part 13 Carrying capacity

76 Loading more than normal carrying capacity of vehicle

(1) A person must not drive a vehicle on a road if the number of persons in the vehicle is more than the maximum number of persons that the vehicle is—

(a) capable of carrying as stated in the registration certificate, or the application for the registration certificate, for the vehicle; or

(b) licensed, authorised or permitted to carry by or under a law; or

(c) reasonably capable of carrying with safety having regard to the designed carrying capacity of the vehicle.

Maximum penalty—20 penalty units.

(2) In this section—

registration certificate, for a vehicle, means the registration certificate for the vehicle under the *Transport Operations (Road Use Management—Vehicle Registration) Regulation 2021* or an equivalent document under a corresponding law to that regulation.

77 Carrying capacity of hire vehicle—Fraser Island

(1) A person must not drive a hire vehicle on Fraser Island if the vehicle—

(a) has more than 8 seats; or

(b) has seats that are not forward or rear facing; or

(c) has an apparatus, other than an approved apparatus, that is attached to the roof or ceiling of the vehicle and may be used for carrying a load inside the vehicle; or

(d) is carrying a load—

(i) on the vehicle's roof; or

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(ii) higher than the maximum internal carry height.

Maximum penalty—40 penalty units.

(2) In this section—

approved apparatus means an apparatus that—

(a) is fixed to both the ceiling and floor of the vehicle; and

(b) is used to separate passengers in the vehicle from a load being carried in the vehicle.

hire vehicle means a vehicle hired under a hiring agreement.

hiring agreement does not include a hire-purchase agreement.

Example—

If a person acquires a vehicle under a hire-purchase agreement and the person hires the vehicle to someone else under a hiring agreement, the vehicle is a hire vehicle while under the hiring agreement.

load means any thing other than a roof rack.

Examples—

surfboard, backpack, camping equipment, mounted spare tyre, cargo pod, jerry can

maximum internal carry height means a height that is equal to the height of a line in the interior of the vehicle running—

(a) from the front windscreen to the rear windscreen; and

(b) level with the top of the door frames.

roof rack includes a cross bar and roof rail but does not include a tray, basket or similar item.

Part 16 Licences

102 Application of pt 16

This part does not apply to a disability parking permit.

Note—

See part 12A for disability parking permits.

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103 Licences—applications

(1) A person may apply to a superintendent in the approved form for the grant of a licence.

(2) The superintendent, by written notice, may request the applicant to give further information or documents relevant to the application.

(3) The superintendent may refuse to consider the application if the applicant does not comply with the request without reasonable excuse.

104A Licences—decision on application

(1) The superintendent must consider an application for a licence and either—

(a) grant the licence; or

(b) refuse to grant the licence.

(2) If the superintendent decides to grant the licence, the superintendent must promptly give the applicant—

(a) the licence; and

(b) if the licence is subject to a condition—a written notice stating that the applicant may contest the decision to impose the condition by—

(i) applying under section 134C for reconsideration of the decision; or

(ii) applying for a review of the decision under section 131(2) of the Act.

(3) If the superintendent decides to refuse to grant the licence, the superintendent must promptly give the applicant a written notice stating—

(a) the decision; and

(b) the reasons for the decision; and

(c) that the applicant may contest the refusal by—

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(i) applying under section 134C for reconsideration of the decision; or

(ii) applying for a review of the decision under section 131(2) of the Act.

107A Term of licence

(1) A permit mentioned in section 126 or 126B is for the term, of not longer than 1 year, stated in the permit.

(2) A licence may only be renewed before it expires.

(3) The term of a licence includes any period when it is not in force under section 135.

116 Conditions of licences

(1) A superintendent may grant a licence with conditions stated on the licence.

(2) The licensee must comply with the conditions of the licence while acting under the authority of the licence.

Maximum penalty—20 penalty units.

117 Amendment of conditions

(1) In this section—

amendment of conditions on a licence includes the imposition of conditions on a licence that was unconditional before amendment.

(2) If a superintendent considers the conditions on a licence should be amended, the superintendent must give the licensee a written notice (the ***show cause notice***) that—

(a) states the way the conditions are proposed to be amended; and

(b) states the reasons for the amendment; and

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(c) outlines the facts and circumstances forming the basis for the reasons; and

(d) invites the licensee to show cause, within a specified time, why the conditions should not be amended.

(3) The time specified in subsection (2)(d) must be at least 28 days.

(4) The superintendent may, before or after the end of the specified time, extend the time within which the licensee must show cause.

(5) The superintendent may amend the conditions if, after considering any representations made within the time specified or allowed, the superintendent still believes the conditions should be amended—

(a) in the way mentioned in the show cause notice; or

(b) in another way, having regard to the representations.

(6) If the superintendent decides to amend the conditions, the superintendent must give the licensee a written notice stating—

(a) the way in which the conditions have been amended; and

(b) that the licensee may contest the decision by—

(i) applying under section 134C for reconsideration of the decision; or

(ii) applying for a review of the decision under section 131(2) of the Act.

(7) Subsections (2) to (6) do not apply if the conditions of a licence are to be amended only—

(a) by omitting a condition; or

(b) for a formal or clerical reason; or

(c) in another way that does not adversely affect the licensee's interests.

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(8) The superintendent may make an amendment of a type mentioned in subsection (7) by written notice given to the licensee.

(9) An amendment takes effect on the later of the following—

(a) the day the notice is given to the licensee;

(b) the day specified in the notice.

117AA Return of licence for alteration

(1) A superintendent may, by written notice, require the licensee to return the licence (in a way, and within a time, specified) to enable the conditions stated on the licence to be amended.

(2) The time specified must be at least 14 days.

(3) A licensee must comply with a notice under subsection (1), unless the person has a reasonable excuse not to comply with it.

Maximum penalty—20 penalty units.

(4) The licence conditions as amended under section 117 take effect from the appropriate day under section 117(9), even if the licensee does not return the licence for alteration.

126 Advertising, placards, handbills etc.

(1) A person shall not—

(a) upon any road for the purpose of business advertising—

(i) carry any advertisement, placard, board, notice or sign;

(ii) throw or distribute any handbill or other printed or written matter; or

(b) in respect of a vehicle on which or alongside of which an advertisement is being displayed—drive, or permit to be driven, that vehicle on a road or cause or permit that vehicle to stop on a road in such circumstances that the

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primary purpose for which the vehicle is being driven or stopped at the material time is business advertising;

unless the person is the holder of a permit issued by the chief executive or commissioner authorising the person so to do and unless the person complies in every respect with the terms and conditions of such permit.

Maximum penalty—20 penalty units.

(2) Without limiting the liability of any other person where an offence is committed in relation of a breach of subsection (1)(b), the person who at the time of the commission of the breach was the owner of the vehicle shall be deemed to have committed that offence and may be proceeded against and shall be punishable accordingly.

(3) In this section—

business advertising includes advertising for a single event, financial venture, fete, stall or sale.

126B Carrying signs on roads

A person shall not upon any road for any purpose other than business advertising carry any placard, board, notice or sign—

(a) of a size exceeding 610mm in width and 610mm in length; or

(b) which is constructed, framed or supported by any rigid material other than cardboard;

unless the person is the holder of a permit issued by the chief executive or commissioner authorising the person so to do and unless the person complies in every respect with the terms and conditions of such permit.

Maximum penalty—20 penalty units.

130 Destruction or mutilation of licence

A person shall not wilfully deface, mutilate or destroy a licence.

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Maximum penalty—20 penalty units.

131 Licence lost, stolen etc.

(1) Whenever a licence is lost, stolen, destroyed, mutilated, defaced, or mislaid, or can not be found, or whenever the particulars upon a licence other than a driver's licence become illegible, the licensee shall forthwith forward written notification thereof to the superintendent.

Maximum penalty—20 penalty units.

(2) A licensee whose licence is lost, stolen, destroyed, mislaid, defaced, or mutilated, or can not be found, or upon which the particulars have become illegible may apply in writing to the superintendent for the issue of a duplicate licence and the superintendent may upon proof of the facts to his or her satisfaction by a statutory declaration or otherwise and, upon payment of the prescribed fee cause to be issued in lieu of such licence a duplicate licence which, upon issue, shall become for all the purposes of the Act and this regulation the licence of the person named therein.

(3) A duplicate licence shall be in accordance with the form prescribed for a new licence and indicate that it is a duplicate licence.

(3A) Upon the issue of a duplicate licence the previous licence as aforesaid shall become null and void and the duplicate licence shall be valid for all purposes and uses for which the original licence would have been valid.

132 Delivery of expired licence

When any licence has expired or has become null and void any police officer may seize and take possession thereof.

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133 Voluntary surrender or cancellation of licence

(1) A licensee may by written notification addressed and delivered to the superintendent, surrender any licence, or request the cancellation of such licence.

(2) Such licence shall, if in the possession of such licensee, be forwarded to the superintendent with such written notification.

134 Grounds for suspension or cancellation

(1) Each of the following is a ground for the suspension or cancellation of a licence—

(a) the licence was obtained on the basis of incorrect or misleading information;

(b) the licensee has contravened a condition of the licence;

(c) the licensee is not, or is no longer, an appropriate person to hold the licence.

(2) The question whether a person is, or continues to be, an appropriate person is decided in the same way as the question whether the person would be an appropriate person for the grant of the licence.

134A Procedure for suspension or cancellation

(1) If a superintendent considers that reasonable grounds exist to suspend or cancel a licence (the ***action***), the superintendent must give the licensee a written notice (the ***show cause notice***) that—

(a) states the action proposed; and

(b) states the grounds for proposing to take the action; and

(c) outlines the facts and circumstances forming the basis for the grounds; and

(d) if the superintendent proposes to suspend the licence—states the proposed suspension period; and

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(e) invites the licensee to show cause, within a specified time, why the action should not be taken.

Examples for paragraph (a)—

The superintendent may propose—

(a) suspending a licensee's licence for a period shorter than the remaining term of the licence; or

(b) cancelling a licensee's licence and prohibiting the licensee from applying for another licence for a period equal to, or longer than, the remaining term of the cancelled licence; or

(c) cancelling a licensee's licence but allowing the licensee to apply immediately for another specified type of licence.

(2) The time specified in subsection (1)(e) must be at least 28 days.

(3) The superintendent may, before or after the end of the specified time, extend the time within which the licensee may show cause.

(4) The licensee may show cause by personal or written representations.

(5) If, after considering any representations made within the time specified or allowed, the superintendent still believes that grounds to take the action exist, the superintendent may—

(a) if the show cause notice was a notice of intention to suspend the licence for a specified period—suspend the licence for a period not longer than the specified period; or

(b) if the show cause notice was a notice of intention to cancel the licence—

(i) cancel the licence; or

(ii) suspend the licence for a period.

(6) The superintendent must inform the licensee of the decision by written notice.

(7) If the superintendent decides to suspend or cancel the licence, the notice must state—

(a) the reasons for the decision; and

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(b) that the licensee may contest the decision by—

(i) applying under section 134C for reconsideration of the decision; or

(ii) applying for a review of the decision under section 131(2) of the Act.

(8) Except for a ground mentioned in section 134(1)(a), the decision takes effect on the later of the following—

(a) the day the notice is given to the licensee;

(b) the day specified in the notice.

Note—

Section 53(2) of the Act applies for a ground mentioned in section 134(1)(a).

134B Return of suspended or cancelled licence

(1) Having suspended or cancelled a person's licence, the superintendent may give the person a written notice requiring the person to return the licence in a way, and within a time, specified.

(2) The time specified must be at least 14 days.

(3) The person must comply with the notice, unless the person has a reasonable excuse not to comply with it.

Maximum penalty—20 penalty units.

(4) The superintendent must return a suspended licence to the licensee at the end of the suspension period.

134C Reconsideration of decision by chief executive or commissioner

(1) An applicant for a licence may apply in the approved form for the chief executive or commissioner to reconsider the superintendent's decision to refuse to grant the licence.

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(2) A licensee may apply in the approved form for the chief executive or commissioner to reconsider the superintendent's decision—

(a) to refuse to renew a licence; or

(b) to impose a condition on a licence; or

(c) to amend a condition on a licence; or

(d) to suspend or cancel a licence under section 134A.

(3) The application must be made within 28 days after—

(a) the day the notice is given to the applicant; or

(b) if the applicant is given oral notice of the decision and asks for written notice—the day the written notice is given to the applicant.

(4) The applicant or licensee may offer further information in support of the application.

(5) After reconsideration, the chief executive or commissioner may—

(a) confirm the decision; or

(b) set aside the decision and substitute another decision.

(6) The chief executive or commissioner must promptly give the applicant or licensee written notice of the decision.

(7) The notice must state that, if the applicant or licensee is dissatisfied with the decision, the applicant or licensee may apply for a review of the decision under section 131(2) of the Act.

135 Effect of cancellation or suspension of licence

Unless otherwise provided under the Act—

(a) cancellation or suspension takes effect on the appropriate day under section 134A(8); and

(b) a licence shall cease to have any force or effect—

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(i) in the case of cancellation—from the time that cancellation thereof takes effect;

(ii) in the case of suspension—from the time that suspension thereof takes effect for so long as such suspension remains in force;

(iii) in respect of a written notification specified in section 133—from the time of receipt of that notification by the superintendent.

136 Seizure of licences

If any police officer suspects that an offence has been committed in respect of any licence produced to the police officer or that such licence is required for the purpose of having an endorsement made thereon such police officer may seize and retain such licence until—

(a) any investigation involving such licence has been completed; or

(b) any required endorsement has been made on such licence; or

(c) such licence has been produced in any proceedings in which its production may be required.

138 Change of name or address

(1) Every licensee shall within 28 days after change of the licensee's name or address give written notice thereof to the superintendent and shall produce the licensee's licence to the superintendent who shall, on being satisfied with the correctness of the information supplied by the licensee concerning such change of name or address endorse upon such licence each of the following—

(a) the licensee's correct name or address;

(b) the date upon which such endorsement is made;

(c) the name of the city or other locality where such endorsement is made.

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Maximum penalty—20 penalty units.

(2) Every endorsement made upon a licence pursuant to subsection (1) shall carry the usual signature and designation of the superintendent making such endorsement.

139 Licensee to attend when notified

The superintendent may by notice in writing call upon any licensee to attend at the office of such superintendent and such licensee shall at all reasonable times upon receiving such notice in all respects comply with the terms of the notice.

Maximum penalty—20 penalty units.

Part 17A Offences dealt with under s 81 of the Act

142A Prescribed penalties etc. for offences dealt with under s 81 of the Act

(1) For the purposes of section 81 of the Act—

(a) table 1 sets out the prescribed penalty; and

(b) table 2 sets out the prescribed period of disqualification from holding or obtaining a driver's licence;

for an offence to which section 81 applies.

(2) In table 1 and table 2, the concentration of alcohol in a person's blood is expressed in terms of the number of milligrams of alcohol per 100mL of the person's blood.

Table 1—Penalties

Concentration of alcohol in a person's blood	Penalty
	$
less than 70	100

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Concentration of alcohol in a person's blood	Penalty
	$
70 but less than 90	250
90 but less than 100	400

Table 2—Disqualification periods

Concentration of alcohol in a person's blood	Disqualification period (months) for an offence under—		
	s 79(2) of the Act	s 79(2A) of the Act	s 79(2B) of the Act
less than 50	—	3	1
50 but less than 70	1	3	1
70 but less than 90	2	3	2
90 but less than 100	3	3	3

142B Prescribed circumstances for withdrawal of a notice

For the purposes of section 81(12) of the Act, the prescribed circumstances in which the commissioner may withdraw a notice served on a person are that—

(a) a detail entered on the notice by a police officer is incorrect in a material particular; or

(b) at or about the time of the commission of the alleged offence to which the notice relates, the person has committed an indictable offence in relation to the use of the motor vehicle involved in the commission of the alleged offence.

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Part 18 Miscellaneous

149 Interference or damage to roads

A person shall not, without lawful authority, dig up, undermine or otherwise interfere with any road or use upon any road anything which may or would be likely to cause danger, obstruction, inconvenience, annoyance or injury to any person or animal upon such road.

Maximum penalty—20 penalty units.

149A Painting or construction on roads (other than road-related areas) prohibited

A person shall not, without lawful authority—

(a) make or paint any notice, sign, or mark on the surface of a road (other than a road-related area); or

(b) construct, erect, or place any placard, board, notice, or sign in or on a road (other than a road-related area).

Maximum penalty—20 penalty units.

151 Goods and other obstructions upon road

(1) A person shall not—

(a) stack or store any goods or permit any goods to remain upon any road for a longer period than is necessary for housing or removing such goods and not in any case before sunrise or after sunset on any day; or

(b) place or cause to be placed any rope, wire, or other apparatus across a road in such a manner as to cause or be likely to cause danger to any person using such road; or

(c) place or cause to be placed upon any road anything whatsoever to the obstruction or danger of any person or of traffic.

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(2) A person shall not upon any road—

(a) sell or offer for sale or solicit in any manner the purchase of any goods so as to cause obstruction to any person or to traffic upon such road; or

(b) play or take part in any game; or

(c) carry any article or substance of an offensive or indecent character or of such length or dimensions as to be an inconvenience, obstruction or danger to any person or to traffic upon such road; or

(d) carry a whip or other object or article in such a manner as to be likely to strike any person; or

(e) crack or use a whip so as to annoy, interfere with or endanger any person, or so as to frighten or interfere with any animal other than any animal which the person is using; or

(f) discharge any firearm or throw or discharge any stone or other missile or make any bonfire or throw or set fire to any firework.

Maximum penalty—20 penalty units.

170 Police reports

(1) A report made by a police officer or a copy of such report may be furnished by the commissioner to a police department or other department of the Commonwealth or any State or Territory concerning or in relation to the qualifications or fitness of any person who is or has been or is likely to be in Queensland to hold any licence, permit, certificate or other document or authority of a like nature, issued in any State or Territory, in relation to vehicles or traffic, and concerning or in relation to the antecedents, character and conduct of any such person.

(2) A police officer shall not incur any civil or criminal liability in respect of any report made or furnished to a police department or other department as aforesaid.

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170A Prescribed places of conviction

The Magistrates Court at each place mentioned in schedule 5 is prescribed for section 82 of the Act.

171 Prescribed persons for training programs

(1) The Queensland University of Technology may conduct a training program under section 82 of the Act.

(2) A corrective services officer under the *Corrective Services Act 2006* may give a written notice under section 82 of the Act.

172 Relevant drugs prescribed

For schedule 4 of the Act, definition *relevant drug*, each of the following drugs is prescribed—

(a) 3,4-Methylenedioxymethamphetamine (MDMA);

(b) cocaine;

(c) Delta-9-tetrahydrocannabinol;

(d) Methylamphetamine.

Part 19 Breath analysing instruments and specimens of blood, saliva or urine for laboratory tests

173 Definitions for pt 19

For the purposes of this part—

approved supplier means an entity the commissioner—

(a) is satisfied is competent to prepare, certify and supply standard alcohol solution; and

(b) has approved to perform those activities.

health care professional has the same meaning it has in section 80 of the Act.

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standard alcohol solution means a solution of ethyl alcohol and distilled water prepared by an analyst or approved supplier and certified as suitable for use with an approved breath analysing instrument.

175 Evidence—breath analysing instruments

(1) This section applies to a certificate purporting to be signed by an analyst or an approved supplier (each the ***supplier***) that states—

(a) the supplier prepared a quantity of a solution consisting of ethyl alcohol and distilled water; and

(b) the solution was suitable for use with an approved breath analysing instrument; and

(c) the supplier sealed the solution in a number of containers; and

(d) the supplier wrote a control number on each container.

(2) The certificate is, on its production in evidence, conclusive evidence, unless the contrary is proved, that a container, bearing a control number mentioned in subsection (1)(d), contained standard alcohol solution.

177 Evidence—police officers

Evidence by a police officer that the police officer used a device for carrying out a breath test or saliva test on a specimen provided by a person shall be sufficient evidence that the device used by the police officer was a device approved under a regulation for the purposes of such test unless the contrary is proved.

178 Blood specimens

(1) In taking a specimen of blood for the purpose of a laboratory test a health care professional must comply with the following—

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(a) take such specimen from any vein selected by the health care professional;

(b) not use any substance which the health care professional believes on reasonable grounds to be or to contain alcohol or ether when cleaning the site of the venipuncture or for the purpose of cleaning any needle or syringe used for the purpose of the taking by the health care professional of such specimen;

(c) take a sufficient quantity of blood for the purpose of such laboratory test and if required pursuant to the Act take such additional quantity of blood either at the same time or immediately thereafter as will be a sufficient specimen to give to the person whose blood is taken;

(d) place the specimen of blood in a specimen tube;

(e) if the specimen tube does not have an identifying number on it—place on the specimen tube an identifying number;

(f) sign a certificate (a ***specimen certificate***) stating—

(i) the name of the person from whom the specimen was taken; and

(ii) the place where and the date and time when the specimen was taken; and

(iii) the identifying number on the specimen tube into which the specimen was placed; and

(iv) the name, rank and station of the police officer who asked for the specimen.

(2) A copy of the specimen certificate is to be given to the analyst with the specimen of blood to which it refers.

(2A) The copy of the specimen certificate given to the analyst is sufficient authority for the analyst to issue a certificate of an analysis for the specimen of blood.

(3) A specimen certificate signed in accordance with this section shall be admissible in evidence and, in the absence of proof to

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the contrary, shall be conclusive evidence of the matters certified to therein.

(4) It shall be conclusively presumed that no substance containing alcohol or ether was used by a health care professional unless he or she gives evidence on oath that he or she did so.

(4A) Where a health care professional gives evidence on oath that any substance containing alcohol or ether was used by him or her it shall be conclusively presumed that the use of any such substance did not affect the result of any analysis of a specimen taken by him or her unless the contrary is proved.

(5) Where in a certificate issued by an analyst for the purposes of the Act the analyst in respect of the specimen of blood to which such certificate relates certifies that there was sufficient quantity of blood for the purposes of an analysis and that such specimen was capable of analysis, such certificate shall be sufficient evidence of those matters unless the contrary is proved.

178AA Authority for analyst to issue certificate of an analysis for specimen of saliva

A copy of a notice under section 80(15AB) of the Act, for a specimen of saliva, given to an analyst is sufficient authority for the analyst to issue a certificate of an analysis for the specimen.

178A Evidence—certificates about breath and blood specimens

Where, in any certificate made by him or her for any purpose where he or she is required under the Act to make a certificate consequent upon the providing of a specimen of breath for the purposes of analysis by a breath analysing instrument or a specimen of blood for a laboratory test, or, as the case may be, the failure to provide any such specimen, a health care professional or authorised police officer certifies that he or she has given all necessary directions as required by the relevant provisions of the Act in connection with the

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provision of whatever specimen was required in the case in question, and that a copy of a certificate signed as required by the Act was delivered to such person to whom by the Act it was required to be given, such certificate shall be conclusive evidence until the contrary is proved of the matters so certified.

178B Evidence—certificates

Where, by any section under this part, a certificate of or purporting to be signed by a health care professional, an authorised police officer or an analyst is made evidence of any matter, a certificate purporting to be signed by a health care professional, an authorised police officer or an analyst, as the case may be, as to that matter shall, upon its production in any proceeding, be accepted as evidence—

(a) that the signature thereto is that of the person by whom the certificate purports to be made; and

(b) of all matters contained therein including the status, authority or qualification of the person by whom the certificate purports to be made;

and until the contrary is proved shall be conclusive such evidence.

179 Evidence—authority to operate breath analysing instrument or saliva analysing instrument

(1) In any proceedings under the Act it shall not be necessary for any police officer to produce in evidence any certificate of authority issued by the commissioner that the police officer is authorised to operate a breath analysing instrument or saliva analysing instrument and evidence by a police officer that he or she is so authorised shall be sufficient evidence of that fact until the contrary is proved.

(2) If a person intends to dispute at a hearing that a particular police officer is authorised to operate a breath analysing instrument or saliva analysing instrument, the person must

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give the commissioner written notice of the intention at least 14 days before the day fixed for the hearing.

180 Failure to comply with part

Unless it is proved that any failure to comply with any of the sections under this part substantially affected any breath analysis or the result of any laboratory test of a specimen of blood it shall be presumed that any such failure did not in any way affect the result of any such analysis or test.

181 Dealing with blood specimens

Any specimen of blood given to a person from whom a specimen of blood for a laboratory test was obtained shall be dealt with by the health care professional in the same manner as if the specimen of blood were a specimen of blood for a laboratory test.

182 Medical exemption from breath test

A doctor's certificate given for the purposes of section 80(5B)(a) or (8E) of the Act must be in the approved form.

183 Delivery of blood, saliva and urine specimens

For the purposes of section 80(16A) of the Act, delivery of a blood, saliva or urine specimen made other than personally must be made in accordance with the International Air Transport Association Dangerous Goods Regulations.

183A Breath analysing instruments and breath testing devices

(1) An instrument described in schedule 6, part 1 is approved for section 80(1) of the Act, definition *breath analysing instrument*, paragraph (b).

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(2) A device described in schedule 6, part 2 is approved for section 80(1) of the Act, definition *breath test*.

Part 20 Further provisions about saliva tests and saliva analysing instruments

184 Approved instrument—Act, s 80

For section 80(1) of the Act, definition *saliva analysing instrument*, a Dräger DrugTest 5000 Analyser (also known as a Draeger DrugTest 5000 Analyser) is an approved instrument.

185 Laboratory test approved for Act, s 80(1), definition *saliva analysis*

For section 80(1) of the Act, definition *saliva analysis*, a laboratory test that uses mass spectrometry to identify the presence of a relevant drug is approved.

186 Device approved for Act, s 80(1), definition *saliva test*

For section 80(1) of the Act, definition *saliva test*, each of the following devices is approved—

(a) a Securetec Drugwipe II Twin;

(b) a Securetec Drugwipe 3 S.

187 Prescribed collection unit—Act, s 80

For section 80(8FA)(a) of the Act, a prescribed collection unit is either, or a combination, of the following—

(a) a Dräger DCH 5000 (also known as a Draeger DCH 5000);

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(b) a Dräger DrugTest 5000 STK (also known as a Draeger DrugTest 5000 STK).

188 Prescribed way of dealing with collection unit

For section 80(8FA)(b) of the Act, the prescribed way of dealing with the collection unit is to—

(a) place the collection unit in the mouth of the person who is required to provide a specimen of the person's saliva so that it contacts the tongue or the inside of the person's mouth, or both; and

(b) move the collection unit around the mouth in a continuous motion so that it contacts the tongue or the inside of the mouth, or both.

189 Prescribed record about saliva analysis

For section 80(15AB)(a) of the Act, a record that states the following information is prescribed—

(a) the name, address and date of birth of the person who provided the specimen of saliva;

(b) the place at which the analysis was made.

Part 22 Camera-detected offences

Division 1 Photographic detection devices

208 Approved photographic detection devices

A camera system described in schedule 10 is approved for section 113A(1) of the Act.

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208AA Information about images or videos made by digital driver behaviour camera system—Act, s 113A

(1) This section provides information about matters mentioned in section 113A(4) of the Act for a digital driver behaviour camera system.

(2) For the purpose of issuing an infringement notice for a prescribed offence, an image or video made by the digital driver behaviour camera system is accepted as having detected the offence if an authorised officer or the SPER registrar has viewed the image or video and reasonably believes the image or video has detected the offence.

Note—

See, however, section 210EA(1)(d).

(3) The digital driver behaviour camera system includes a function that—

(a) identifies, for each image or video made by the system—

(i) whether the image or video possibly detects a prescribed offence; and

(ii) whether the image or video needs to be kept for the proper operation of the system or for testing the system to ensure it is operating correctly; and

(b) automatically deletes an image or video made by the system that—

(i) does not possibly detect a prescribed offence; and

(ii) does not need to be kept for the proper operation of the system or for testing the system to ensure it is operating correctly.

(4) In this section—

SPER registrar means the registrar under the *State Penalties Enforcement Act 1999*.

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Division 2 Evidentiary matters

208A Definitions for div 2

In this division—

CTP insurance offence means an offence against the *Motor Accident Insurance Act 1994*, section 20(1) or (2).

Note—

The *Motor Accident Insurance Act 1994*, section 20(1) and (2) prohibits a person from driving, or permitting another person to drive, an uninsured motor vehicle (within the meaning of section 4 of that Act) on a road or in a public place.

placard load offence means an offence against section 84A(1) of the Act.

Note—

Section 84A(1) of the Act prohibits a person from driving a motor vehicle carrying a placard load in a tunnel that has a placard load prohibited sign at or before the entrance to the tunnel.

registration offence means an offence against the *Transport Operations (Road Use Management—Vehicle Registration) Regulation 2021*, section 10.

209 Operating and testing analogue redlight camera systems

If an analogue redlight camera system is used to provide evidence of a prescribed offence, the following provisions must be complied with—

(a) the system's camera must be aimed so that an image made by the system shows—

(i) the rear of a vehicle that is driven past the stop line for a traffic light or, if there is no stop line, the traffic light; and

(ii) the stop line (if any) and the traffic light showing a red symbol;

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(b) the system's induction loop must be installed in, on or under the road surface on either side of the stop line or traffic light;

(c) the camera, the induction loop and traffic light must be linked so that—

(i) after the traffic light changes to red and a programmed delay has elapsed, a vehicle passing over the induction loop activates the camera; and

(ii) the activated camera captures at least 2 images of the vehicle, stop line (if any) and traffic light; and

(iii) the camera is not activated unless the traffic light shows a red symbol;

(d) each person who inserts into or removes a film magazine from the camera, or relocates the camera with a film magazine in place, must—

(i) ensure that the camera is correctly positioned and aimed; and

(ii) use the system's testing mode (but by reference to green light cycles) to ensure that the camera and induction loop operate correctly as referred to in paragraph (c); and

(iii) if a fault is indicated, take corrective action and repeat the testing process until no fault is indicated by the system in its testing mode;

(e) if the tests or the film when developed indicate a fault has affected the proper operation of the system as required under this section, the film must be rejected for evidentiary purposes.

210 Operating and testing analogue speed camera systems

If an analogue speed camera system is used to provide evidence of a prescribed offence, the following provisions must be complied with—

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(a) the system's camera must be positioned and aimed to ensure an image made by the system depicts the front or rear of the vehicle the speed of which was measured by the system;

(b) each person who inserts into or removes a film magazine from the camera, or who relocates the camera with a film magazine in place, or who changes information programmed into the system, must—

(i) ensure the camera is correctly positioned and aimed; and

(ii) use the system's testing mode to ensure the camera operates correctly; and

(iii) if a fault is indicated, take corrective action and repeat the testing process until no fault is indicated by the system in its testing mode;

(c) if the tests or the film when developed indicate a fault has affected the proper operation of the system as required under this section, the film must be rejected for evidentiary purposes.

210A ANPR camera systems—no trucks sign offences

(1) This section applies if an ANPR camera system is used to provide evidence of a prescribed offence against the Queensland Road Rules, section 104(1), (2) or (3).

Note—

The Queensland Road Rules, section 104, involves offences for driving past a no trucks sign.

(2) For section 120(2)(d) of the Act, the following are the requirements about the operation of the ANPR camera system—

(a) the camera part of the ANPR camera system must be positioned and aimed so that—

(i) an image made by the system shows the front of the vehicle that has driven past the no trucks sign, including the vehicle's number plate; and

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(ii) the image mentioned in subparagraph (i), or another image made by the system, shows the vehicle that has driven past the no trucks sign;

(b) the ANPR camera system must operate in a way that indicates whether an image captured by the camera part of the ANPR camera system has been tampered with.

Note—

Since an image certified by an official, as mentioned in section 120(2) of the Act, is evidence of the accuracy of the image, if there is an indication that an image has been tampered with, the official would not be able to certify that the image was properly made.

(3) For section 120(4) of the Act, the marking or writing (a ***data block***) made by the ANPR camera system associated with an image made by the system has the following meaning—

(a) a sequence of four numbers separated by a colon is the time in 24-hour clock mode when the image was captured;

(b) a sequence of six numbers separated by 2 backslashes is the date, in the order of day, month and year (ddmmyy), when the image was captured;

(c) a sequence of five numbers is the number given in the Traffic Camera Coding Manual for the location of the camera part of the ANPR camera system when the image was captured.

Example for subsection (3)—

A data block may show the following information—

- 23:59
- 07/07/06
- 20001.

The data block indicates the image was captured at 11:59p.m. on 7 July 2006 and the camera part of the ANPR camera system was located at the place given the number 20,001 in the Traffic Camera Coding Manual.

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210AA ANPR camera systems—registration offences and CTP insurance offences

(1) If an ANPR camera system is used to provide evidence of a prescribed offence that is a registration offence or a CTP insurance offence, the following provisions must be complied with—

(a) the system's camera must be positioned and aimed so that an image made by the system shows the front or rear of the vehicle, including the vehicle's number plate;

(b) if a relevant event happens—the system must be tested in accordance with the specifications of the system's manufacturer to ensure the system operates correctly;

(c) if a fault is indicated in the system because of testing under paragraph (b)—corrective action must be taken and the testing must be repeated until no fault is indicated in the system;

(d) if the tests or an image when viewed indicates a fault has affected the proper operation of the system as required under this section, the image must be rejected for evidentiary purposes.

(2) In this section—

fixed system means an ANPR camera system that, once installed at a location, can only operate at that location.

mobile system means an ANPR camera system that may be operated at a location without having to be installed at the location.

Examples of mobile systems—

1 An ANPR camera system that is fitted to a police vehicle or a transport enforcement vehicle (as defined under the *Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2021*, schedule 1, section 3).

2 An ANPR camera system that operates on a tripod, or other base, that is not fixed to the surface on which it stands.

relevant event, for an ANPR camera system, means each of the following—

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(a) for a fixed system—

(i) the installation of the system; or

(ii) the reinstallation, replacement or repair of camera system hardware for the system;

Example—

the replacement of the system's camera

(b) for a mobile system—

(i) the preparation of the system before it is used, for the first time ever, to detect offences mentioned in subsection (1); or

(ii) the replacement or repair of camera system hardware for the system;

Example—

the replacement of the system's camera

(c) a change to the computer software used by the system.

Example—

the application of a software patch

210AB ANPR camera systems and dangerous goods vehicle detection camera systems—placard load offences

(1) If an ANPR camera system or a dangerous goods vehicle detection camera system is used to provide evidence of a prescribed offence that is a placard load offence, the following provisions must be complied with—

(a) the system's camera must be positioned and aimed so that an image made by the system shows the front or rear of the vehicle, including—

(i) the vehicle's number plate; and

(ii) the placard about the vehicle's load;

(b) if a relevant event happens—the system must be tested in accordance with the specifications of the system's manufacturer to ensure the system operates correctly;

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(c) if a fault is indicated in the system because of testing under paragraph (b)—corrective action must be taken and the testing must be repeated until no fault is indicated in the system;

(d) if the tests or an image when viewed indicates a fault has affected the proper operation of the system as required under this section, the image must be rejected for evidentiary purposes.

(2) In this section—

relevant event, for an ANPR camera system or a dangerous goods vehicle detection camera system, means each of the following—

(a) the installation of the system;

(b) the reinstallation, replacement or repair of camera system hardware for the system;

Example—

the replacement of the system's camera

(c) a change to the computer software used by the system;

Example—

the application of a software patch

(d) the reporting, by the system, of a fault affecting the proper operation of the system.

210B Operating and testing digital redlight camera systems

(1) If a digital redlight camera system is used to provide evidence of a prescribed offence, the following provisions must be complied with—

(a) the system's camera must be aimed so that an image made by the system shows—

(i) the front or rear of a vehicle that is driven past the stop line for a traffic light or, if there is no stop line, the traffic light; and

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(ii) the stop line (if any) and the traffic light showing a red symbol;

(b) a component of the system that detects vehicles must be installed in a way that recognises when a vehicle passes the stop line or traffic light;

(c) the system and traffic light must be linked so that—

(i) after the traffic light changes to red and a programmed delay has elapsed, a vehicle passing the stop line or traffic light activates the camera; and

(ii) the activated camera captures at least 2 images of the vehicle, stop line (if any) and traffic light; and

(iii) the camera is not activated unless the traffic light shows a red symbol;

(d) if a relevant event happens—the system must be tested in accordance with the specifications of the system's manufacturer (but by reference to green light cycles) to ensure the system operates correctly;

(e) if a fault is indicated in the system because of testing under paragraph (d)—corrective action must be taken and the testing must be repeated until no fault is indicated in the system;

(f) if the tests or an image when viewed indicates a fault has affected the proper operation of the system as required under this section, the image must be rejected for evidentiary purposes.

(2) Each of the following is a relevant event for subsection (1)(d)—

(a) the installation of the digital redlight camera system;

(b) the reinstallation, replacement or repair of camera system hardware for the system;

Example—

the replacement of the system's camera

(c) a change to the computer software used by the system.

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Example—

the application of a software patch

210C Operating and testing digital speed camera systems

(1) If a digital speed camera system is used to provide evidence of a prescribed offence, the following provisions must be complied with—

(a) the system's camera must be positioned and aimed to ensure an image made by the system depicts the front or rear of the vehicle the speed of which was measured by the system;

(b) if a relevant event happens—the system must be tested in accordance with the specifications of the system's manufacturer to ensure the system operates correctly;

(c) if a fault is indicated in the system because of testing under paragraph (b)—corrective action must be taken and the testing must be repeated until no fault is indicated in the system;

(d) if the tests or an image when viewed indicates a fault has affected the proper operation of the system as required under this section, the image must be rejected for evidentiary purposes.

(2) Each of the following is a relevant event for subsection (1)(b)—

(a) the installation of the digital speed camera system;

(b) the reinstallation, replacement or repair of camera system hardware for the system;

Example—

the replacement of the system's camera

(c) the installation, reinstallation, replacement or repair of a speed measuring component for the system;

(d) a change to the computer software used by the system.

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Example—

the application of a software patch

(3) In this section—

installation, of a digital speed camera system, includes starting the operation of the system at a place at which the system is to be used.

210D Operating and testing digital combined redlight and speed camera systems

(1) If a digital combined redlight and speed camera system is used to provide evidence of a prescribed offence, the following provisions must be complied with—

(a) for a prescribed offence that is a redlight offence—

(i) the system's camera must be aimed so that an image made by the system shows—

(A) the front or rear of a vehicle that is driven past the stop line for a traffic light or, if there is no stop line, the traffic light; and

(B) the stop line (if any) and the traffic light showing a red symbol; and

(ii) a component of the system that detects vehicles must be installed in a way that recognises when a vehicle passes a stop line or traffic light; and

(iii) the system and traffic light must be linked so that—

(A) after the traffic light changes to red and a programmed delay has elapsed, a vehicle passing the stop line or traffic light activates the camera; and

(B) the activated camera captures at least 2 images of the vehicle, stop line (if any) and traffic light;

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(b) for a prescribed offence other than a redlight offence, the system's camera must be positioned and aimed so that an image made by the system shows—

(i) if the prescribed offence is a speeding offence—the front or rear of a vehicle the speed of which was measured by the system; or

(ii) otherwise—the front or rear of a vehicle in relation to which the system is used to provide evidence of the offence;

(c) if a relevant event happens—the system must be tested in accordance with the specifications of the system's manufacturer to ensure the system operates correctly;

(d) if a fault is indicated in the system because of testing under paragraph (c)—corrective action must be taken and the testing must be repeated until no fault is indicated in the system;

(e) if the tests or an image when viewed indicates a fault has affected the proper operation of the system as required under this section, the image must be rejected for evidentiary purposes.

(2) Each of the following is a relevant event for subsection (1)(c)—

(a) the installation of the digital combined redlight and speed camera system;

(b) the reinstallation, replacement or repair of camera system hardware for the system;

Example—

the replacement of the system's camera

(c) the installation, reinstallation, replacement or repair of a speed measuring component for the system;

(d) a change to the computer software used by the system.

Example—

the application of a software patch

(3) In this section—

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redlight offence means a prescribed offence against the Queensland Road Rules, section 56(1) or (2).

210E Operating and testing digital point-to-point camera systems

(1) If a digital point-to-point camera system is used to provide evidence of a prescribed offence, the following provisions must be complied with—

(a) each camera in the system that captures an image or images on which evidence of the offence is based must be positioned and aimed so that an image made by the system shows the front or rear of the vehicle in relation to which the system is used to provide evidence;

(b) if a relevant event happens—the system must be tested in accordance with the specifications of the system's manufacturer to ensure the system operates correctly;

(c) if a fault is indicated in the system because of testing under paragraph (b)—corrective action must be taken and the testing must be repeated until no fault is indicated in the system;

(d) if the tests or an image when viewed indicates a fault has affected the proper operation of the system as required under this section—to the extent subsection (3) does not apply to the evidence of the offence, the image must be rejected for evidentiary purposes.

(2) Each of the following is a relevant event for subsection (1)(b)—

(a) the installation of the digital point-to-point camera system;

(b) the reinstallation, replacement or repair of camera system hardware for the system;

Example—

the replacement of one of the system's cameras

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(c) the installation, reinstallation, replacement or repair of a speed measuring component for the system;

(d) a change to the computer software used by the system;

Example—

the application of a software patch

(e) a reconfiguration of the system's cameras that changes the 2 points on a road the distance between which is used for calculating the average speed of a vehicle under the Act, section 120A.

(3) This section does not prevent a digital point-to-point camera system being used to provide evidence of a prescribed offence if—

(a) 1 or more of the system's cameras captures an image, or images, on which evidence of the offence is based; and

(b) there is a fault in the system, or the system is being tested; and

(c) the fault or testing mentioned in paragraph (b) does not affect the proper operation of—

(i) the camera or cameras mentioned in paragraph (a); or

(ii) any part of the system associated with the operation of the camera or cameras mentioned in paragraph (a) for the provision of evidence of the offence.

Example for subsection (3)—

A digital point-to-point camera system consists of 2 cameras, camera A and camera B. There is a fault in camera B that does not affect the proper operation of camera A or any part of the system associated with the operation of camera A for the provision of evidence of a prescribed offence. The system is not prevented from being used to provide evidence of a prescribed offence based on an image captured by camera A.

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210EA Operating and testing digital driver behaviour camera systems

(1) If a digital driver behaviour camera system is used to provide evidence of a prescribed offence, the following provisions must be complied with—

(a) each camera in the system that detects the happening of a thing on which evidence of the offence is based must be positioned and aimed so that an image or video made by the system shows—

(i) the front of the vehicle, including the vehicle's number plate; and

(ii) the view into the vehicle's cabin at a shallow angle; and

(iii) the view into the vehicle's cabin at a steep angle;

(b) if a relevant event happens—the system must be tested in accordance with the specifications of the system's manufacturer to ensure the system operates correctly;

(c) if a fault is indicated in the system because of testing under paragraph (b)—corrective action must be taken and the testing must be repeated until no fault is indicated by the system;

(d) if the tests or an image or video when viewed indicates a fault has affected the proper operation of the system as required under this section—the image or video must be rejected for evidentiary purposes.

(2) For subsection (1)(b), each of the following is a relevant event for the digital driver behaviour camera system—

(a) the installation of the system;

(b) the reinstallation, replacement or repair of camera system hardware of the system;

Example—

the replacement of the system's camera

(c) a change to the computer software used by the system;

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Example—

the application of a software patch

(d) the reporting, by the system, of a fault affecting the proper operation of the system.

210F Calibration testing of particular photographic detection devices

(1) This section prescribes, for section 120(2A)(a)(ii) of the Act, requirements about calibration testing for the following photographic detection devices (each a ***relevant device***)—

(a) an analogue speed camera system;

(b) a digital speed camera system;

(c) a digital combined redlight and speed camera system, to the extent it is used to provide evidence of a speeding offence;

(d) a digital point-to-point camera system, to the extent it is used to provide evidence of a speeding offence based on an image or images captured by one of the system's cameras of a vehicle at a particular location and time.

(2) The chief executive or commissioner may, if satisfied that an entity is competent to conduct calibration testing of a relevant device, approve the entity to conduct calibration testing for this section.

(3) An entity approved under subsection (2) (an ***approved testing entity***) must conduct calibration testing of a relevant device.

(4) On finding that a relevant device is producing accurate results, an approved testing entity must—

(a) ensure the device's speed measuring component is sealed in a way that prevents physical interference with the component without breaking the seal; and

(b) prepare and sign a report stating—

(i) the serial number for the device tested; and

(ii) the date and time when testing was conducted; and

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(iii) the results of the testing.

210G Calibration testing of speed measuring components

(1) This section prescribes, for section 120(2B)(a)(i)(B) of the Act, requirements about calibration testing for a speed measuring component of any of the following photographic detection devices—

(a) a digital speed camera system;

(b) a digital combined redlight and speed camera system, to the extent the system is used to provide evidence of a speeding offence;

(c) a digital point-to-point camera system, to the extent the system is used to provide evidence of a speeding offence based on an image or images captured by 1 of the system's cameras of a vehicle at a particular location and time.

(2) The chief executive or commissioner may, if satisfied that an entity is competent to conduct calibration testing of a speed measuring component, approve the entity to conduct calibration testing for this section.

(3) An entity approved under subsection (2) (an ***approved testing entity***) must conduct calibration testing of a speed measuring component.

(4) On finding that a speed measuring component is producing accurate results, an approved testing entity must—

(a) ensure the speed measuring component is sealed in a way that prevents physical interference with the component without breaking the seal; and

(b) prepare and sign a report stating—

(i) the serial number for the component tested; and

(ii) the date and time when testing was conducted; and

(iii) the results of the testing.

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211 Markings or writings on particular photographic detection device images

(1) For section 120 of the Act, a data block has the meaning given in—

(a) for the first image of a vehicle made by an analogue redlight camera system—schedule 11, part 1; and

(b) for the second or a subsequent image of a vehicle made by an analogue redlight camera system—schedule 11, part 2; and

(c) for an image of a vehicle made by an analogue speed camera system—schedule 11, part 3; and

(d) for an image of a vehicle made by a digital redlight camera system—schedule 12; and

(e) for an image of a vehicle made by a digital speed camera system—schedule 13; and

(f) for an image of a vehicle made by a digital combined redlight and speed camera system—schedule 14; and

(g) for an image of a vehicle made by a digital point-to-point camera system—schedule 15; and

(h) for an image of a vehicle made by an ANPR camera system mentioned in section 210AA—schedule 16; and

(i) for an image of a vehicle made by an ANPR camera system mentioned in section 210AB—the ANPR Camera System Coding Manual; and

(j) for an image of a vehicle made by a dangerous goods vehicle detection camera system—the Dangerous Goods Vehicle Detection Camera System Coding Manual; and

(k) for an image or video of a vehicle made by a digital driver behaviour camera system—schedule 17.

Note—

See section 210A(3) for the meaning of a data block made by an ANPR camera system, mentioned in that section, associated with an image made by the system.

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(2) In schedule 16, position is measured by reference to GDA2020.

Note—

See also section 4A in relation to references in schedules 11 to 17 to images or videos that are captured.

(3) In this section—

data block means the marking or writing made by a photographic detection device associated with an image or video made by the device.

GDA2020 means the Reference Frame under the *National Measurement (Recognized-Value Standard of Measurement of Position) Determination 2017* (Cwlth) as in force on 1 July 2020.

212 Traffic Camera Coding Manual

(1) A court must presume a document purporting to be the Traffic Camera Coding Manual is the Traffic Camera Coding Manual, until the contrary is proved.

(2) In a proceeding, a certificate purporting to be signed by the chief executive or commissioner stating a document is a copy of a part of the Traffic Camera Coding Manual is evidence of that fact.

212A ANPR Camera System Coding Manual

(1) A court must presume a document purporting to be an ANPR Camera System Coding Manual is an ANPR Camera System Coding Manual, until the contrary is proved.

(2) In a proceeding, a certificate purporting to be signed by the chief executive, stating a document is a copy of a part of the ANPR Camera System Coding Manual is evidence that the document is a copy of that part of the Manual.

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212B Dangerous Goods Vehicle Detection Camera System Coding Manual

(1) A court must presume a document purporting to be the Dangerous Goods Vehicle Detection Camera System Coding Manual is the Dangerous Goods Vehicle Detection Camera System Coding Manual, until the contrary is proved.

(2) In a proceeding, a certificate purporting to be signed by the chief executive, stating a document is a copy of a part of the Dangerous Goods Vehicle Detection Camera System Coding Manual is evidence that the document is a copy of that part of the Manual.

Part 23 Transitional provisions for Transport Legislation Amendment Regulation (No. 1) 2011

213 Definitions for pt 23

In this part—

amending regulation means the *Transport Legislation Amendment Regulation (No. 1) 2011*.

commencement means commencement of this section.

permit decision means a decision of the chief executive—

(a) to refuse to grant an application for a disability parking permit; or

(b) to grant an application for a disability parking permit subject to a condition.

red permit means a disability parking permit issued to a person before the commencement that shows a people with disabilities symbol marked on a red background.

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214 Existing applications for disability parking permits—no decision made

(1) This section applies if, before the commencement, a person had applied to the chief executive for a disability parking permit but the chief executive had not made a decision about the application.

(2) The chief executive must consider the application as if the amending regulation had not been made.

(3) Section 134C continues to apply to the chief executive's decision on the application.

215 Refusing to grant application for disability parking permit or granting application subject to a condition

(1) This section applies if, on the commencement—

(a) a person—

(i) has not applied to the chief executive under section 134C for a reconsideration of a permit decision; or

(ii) the time for applying for a reconsideration of the permit decision has not yet expired.

(2) Section 134C continues to apply to the permit decision, as if the amending regulation had not been made.

216 Existing applications for reconsideration of decision about disability parking permit

(1) This section applies if—

(a) before the commencement, a person applied to the chief executive under section 134C for a reconsideration of a permit decision; and

(b) on the commencement, a decision on the reconsideration of the permit decision has not been made.

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(2) The application for reconsideration must be dealt with as if the amending regulation had not been made.

217 Existing holders of temporary red permits

(1) This section applies if, on the commencement, a person is the holder of a temporary red permit.

(2) The permit remains valid until it expires.

(3) In this section—

temporary, in relation to a red permit, means a red permit issued for a period of 12 months or less.

218 Existing holders of permanent red permits

(1) This section applies if, on the commencement, a person is the holder of a permanent red permit.

(2) The permit remains valid until it expires.

(3) The person may, after the commencement, apply for the grant of a further permanent red permit.

(4) The application for the further permit is to be dealt with as if the amending regulation had not been made.

(5) The person may apply for the grant of a further permanent red permit on more than 1 occasion.

(6) In this section—

permanent, in relation to a red permit, means a red permit issued for a period of 5 years.

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Part 24 Transitional provision for Transport Legislation Amendment Regulation (No. 4) 2011

219 Certificates under Act, s 120(2A)

To remove any doubt, it is declared that section 210F does not apply in relation to a certificate mentioned in the Act, section 120(2A), if the certificate relates to a photographic detection device for which calibration testing was conducted before the commencement of section 210F.

Part 25 Transitional provision for Transport and Other Legislation Amendment Regulation 2022

220 Existing directions for funeral processions

(1) This section applies in relation to a direction given under repealed section 125 that was in effect immediately before the commencement.

(2) Despite the repeal of section 125 by the *Transport and Other Legislation Amendment Regulation 2022*, until the end of the day on 28 February 2022—

(a) the direction continues in effect; and

(b) repealed section 125(2) continues in force in relation to the direction.

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Schedule 4 Fees

section 2

		Fee units
1	Application for an order for the closure of a road (Act, s 96(3))	135.35
3	Permit to carry a sign for business advertising, for each month or part of a month under section 126(1)	27.45

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Schedule 5 Prescribed places

section 170A

Baralaba

Biloela

Blackwater

Brisbane

Bundaberg

Caboolture

Calen

Caloundra

Capella

Carmila

Childers

Clermont

Duaringa

Emerald

Finch Hatton

Gayndah

Gladstone

Gympie

Hervey Bay

Holland Park

Inala

Kingaroy

Landsborough

Mackay

Maroochydore

Maryborough

Miriam Vale

Moranbah

Mount Larcom

Moura

Murgon

Nambour

Nanango

Noosa

Petrie

Pomona

Proserpine

Redcliffe

Rockhampton

Rolleston

Sandgate

Sarina

Springsure

St Lawrence

Theodore

Toogoolawah

Woorabinda

Wynnum

Yeppoon

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Schedule 6 Breath analysing instruments and breath test devices

section 183A

Part 1 Types of breath analysing instruments

1 A Dräger Alcotest 9510 (also known as Draeger Alcotest 9510) for which the National Measurement Institute has issued certificate of approval NMI 16/1/3.

2 A Lion intoxilyzer 8000 for which the National Measurement Institute has issued certificate of approval NMI 16/1/1.

Part 2 Breath testing devices

1 A lion alcolmeter and a mouthpiece.

2 A Dräger Alcotest 7000 (also known as Draeger Alcotest 7000) and a mouthpiece.

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Schedule 10 Approved photographic detection devices

section 208

Part 1 Analogue redlight camera system

Gatso redlight camera system models GTC-F and RLC 36

Part 2 Analogue speed camera system

Gatso speed camera system model Radar AUS 24

Part 3 ANPR camera system

a camera system that is designed and marketed, or designed and manufactured, as an automatic number plate recognition camera system

Part 4 Digital redlight camera system

Gatso redlight camera system model RLC GS

Part 5 Digital speed camera system

Acusensus Harmony TS1

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Gatso speed camera system models AUS GS, RS-GS2, RS-GS11 and MILLIA GT20

Jenoptik speed camera system models TraffiStar S350, TraffiStar S350M, TraffiStar S390, TraffiStar S520 and TraffiStar S590

LTI speed camera system models LTI 20/20 TruCAM and LTI 20/20 TruCAM II

Redflex speed camera system models MR101 and S103

Vitronic speed camera system models PoliScan Speed M1 HP and PoliScan FM1

Part 6 Digital combined redlight and speed camera system

Gatso combined redlight and speed camera system model GTC-GS11

Gatso STATIO GT20

Jenoptik combined redlight and speed camera system models TraffiStar SR390, TraffiStar SR520 and TraffiStar SR590

Redflex combined redlight and speed camera system models SR101, SR102, SR103, SR104, SR105 and SR106

Robot combined redlight and speed camera system models TraffiStar SR520 and TraffiStar SR590

Part 7 Digital point-to-point camera system

Gatso point-to-point camera system model MILLIA GT20

Jenoptik point-to-point camera system model VECTOR P2P

Redflex point-to-point camera system models P2P101, P2P102, P2P103, P2P104, P2P105 and P2P106

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Part 8 Dangerous goods vehicle detection camera system

a camera system that is designed and marketed, or designed and manufactured, as a dangerous goods vehicle detection camera system

Part 9 Digital driver behaviour camera system

Acusensus ‘Heads-Up’ JR – DD1

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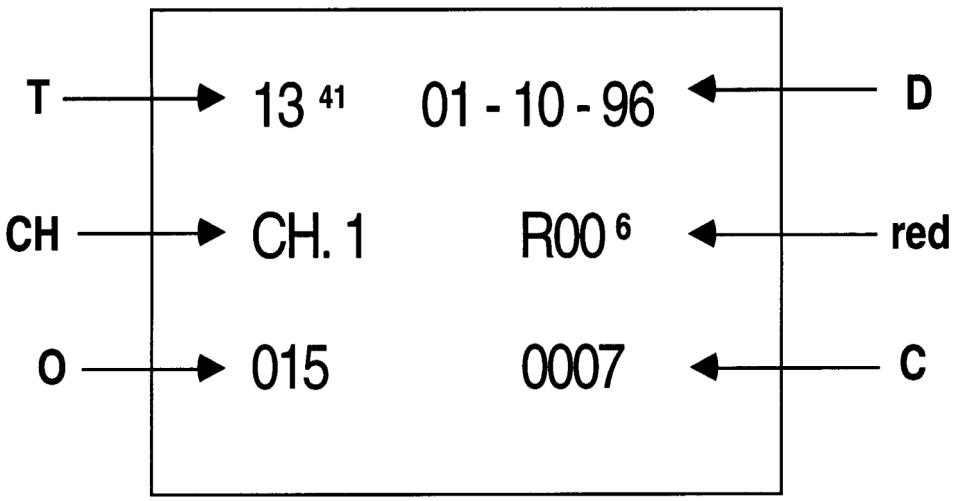
Schedule 11 Data blocks for analogue redlight camera systems and analogue speed camera systems

section 211

Part 1 First image made by an analogue redlight camera system



T is the time, in 24-hour clock mode, when the image was captured.

D is the date when the image was captured, in the order of day, month and year (ddmmyy).

CH is the number (preceded by "CH.") given in the Traffic Camera Coding Manual for the lane in which the vehicle that

activated the system's camera was travelling, with the highest number being furthest from the camera.

red is the time elapsed from when the traffic light changed to red to when the image was captured. The large numbers indicate seconds. The small numbers indicate tenths of a second.

O is the number allocated sequentially by the system for each occasion when a vehicle activates the system's camera after the film magazine was inserted in the camera.

C is the number given in the Traffic Camera Coding Manual for the location of the system's camera when the image was captured.

Example—

The diagram in this part shows—

- the image was captured at 1:41p.m. on 1 October 1996
- the vehicle that activated the camera was in the lane given the number 1 in the Traffic Camera Coding Manual
- the image was captured 0.6 seconds after the traffic light changed to red
- the vehicle that activated the camera is the fifteenth vehicle to activate the camera since the film magazine was inserted
- the camera was located at the place given the number 7 in the Traffic Camera Coding Manual.

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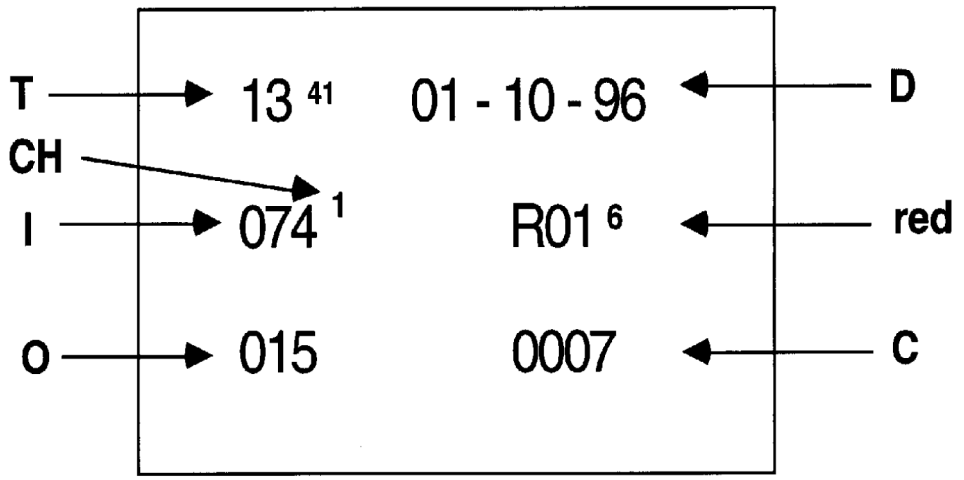
Part 2 Second or subsequent image made by an analogue redlight camera system



T is the time, in 24-hour clock mode, when the image was captured.

D is the date when the image was captured, in the order of day, month and year (ddmmyy).

CH is the number given in the Traffic Camera Coding Manual for the lane in which the vehicle that activated the system's camera was travelling, with the highest number being furthest from the camera.

I is the number given in the Traffic Camera Coding Manual for the person who inserted the film magazine in the system's camera.

red is the time elapsed from when the traffic light changed to red to when the image was captured. The large numbers indicate seconds. The small numbers indicate tenths of a second.

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O is the number allocated sequentially by the system for each occasion when a vehicle activates the system's camera after the film magazine was inserted in the camera.

C is the number given in the Traffic Camera Coding Manual for the location of the system's camera when the image was captured.

Example—

The diagram in this part shows—

- the image was captured at 1:41p.m. on 1 October 1996
- the film magazine was inserted in the camera by the person given the number 74 in the Traffic Camera Coding Manual
- the vehicle that activated the camera was in the lane given the number 1 in the Traffic Camera Coding Manual
- the image was captured 1.6 seconds after the traffic light changed to red
- the vehicle that activated the camera is the fifteenth vehicle to activate the camera since the film magazine was inserted
- the camera was located at the place given the number 7 in the Traffic Camera Coding Manual.

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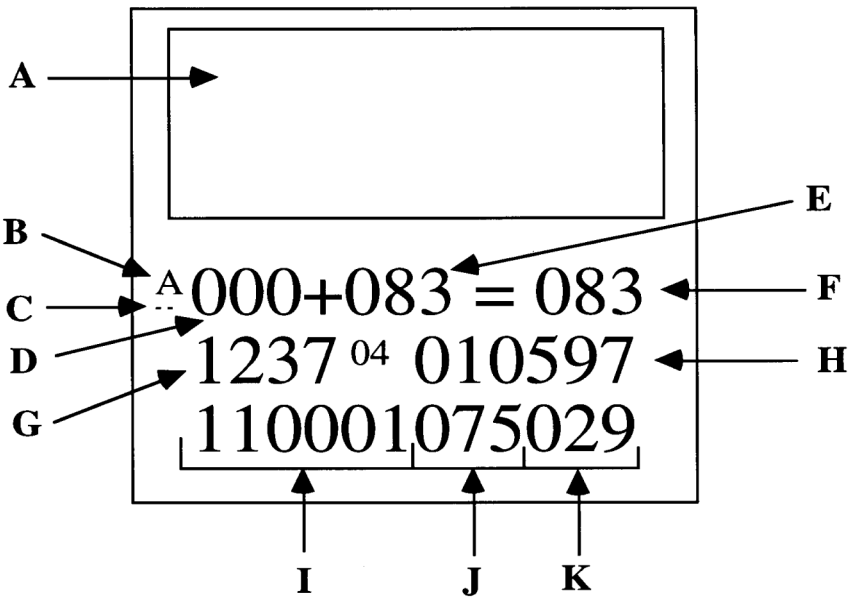
Part 3 Image made by an analogue speed camera system



A is details written by the operator of the system's camera, when a film magazine is inserted, that are superimposed on each image on the film as it is captured.

B is the direction that the vehicle the speed of which was measured by the system (the ***target vehicle***) is travelling in relation to the system's camera. "A" indicates the target vehicle was travelling away from the camera. "F" indicates the target vehicle was travelling towards the camera.

C is the sensitivity range selected by the operator of the system's camera. "-" indicates range I, the lower sensitivity range, was selected. "--" indicates range II, the higher sensitivity range, was selected.

D is the speed, in kilometres per hour, at which the system's camera was travelling in relation to the ground when the image was captured.

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E is the speed, in kilometres per hour, at which the target vehicle was travelling in relation to the system's camera when the image was captured.

F is the speed, in kilometres per hour, at which the target vehicle was travelling in relation to the ground when the image was captured.

G is the time, in 24-hour clock mode, when the image was captured. The large numbers indicate hours and minutes, in that order. The small numbers indicate seconds.

H is the date when the image was captured, in the order of day, month and year (ddmmyy) or year, month and day (yymmdd).

I is the number given in the Traffic Camera Coding Manual for the location of the system's camera when the image was captured.

J is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured.

K is the number allocated sequentially by the system for each image captured by the system's camera after the film magazine was inserted in the camera.

Example—

The diagram in this part shows—

- the target vehicle was travelling away from the camera
- range II (high) was selected
- the camera was stationary
- the target vehicle was travelling at 83km/h in relation to the camera and in relation to the ground
- the image was captured at 12:37:04p.m. on 1 May 1997
- the camera was located at the place given the number 110001 in the Traffic Camera Coding Manual
- the maximum speed limit at that place and time was 75km/h
- the image was the twenty-ninth image captured by the camera since the film magazine was inserted.

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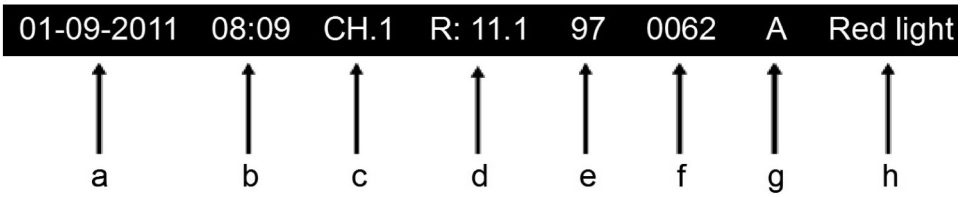
Schedule 12 Data blocks for digital redlight camera systems

section 211

Part 1 Images made by Gatso redlight camera system model RLC GS



a is the date when the image was captured, in the order of day, month and year (ddmmyyyy).

b is the time, in 24-hour clock mode, when the image was captured in the order of hour and minute.

c is the number (preceded by 'CH.') given in the Traffic Camera Coding Manual for the lane in which the vehicle that activated the system's camera was travelling, with the highest number being furthest from the camera.

d is the time elapsed from when the traffic light changed to red to when the image was captured. The numbers (preceded by 'R:') before the decimal point indicate seconds. The number after the decimal point indicates tenths of a second.

e is the number allocated by the system to the image.

f is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured.

g is the letter allocated by the system to an image captured of a vehicle in a series of images. 'A' indicates the image was the

first image captured, and ‘B’ indicates the image was the second image captured, in the series.

h is the camera system type and indicates the system is a digital redlight camera system.

Example—

The diagram in this part shows—

- the image was captured at 8:09a.m. on 1 September 2011
- the vehicle that activated the system’s camera was in the lane given the number 1 in the Traffic Camera Coding Manual
- the image was captured 11.1 seconds after the traffic light changed to red
- the image was allocated the number 97 by the system
- the target vehicle was located at the place given the number 62 in the Traffic Camera Coding Manual
- the image was the first image captured in a series of images
- the camera system type is a digital redlight camera system.

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Schedule 13 Data blocks for digital speed camera systems

section 211

Part 1 Images made by Acusensus Harmony TS1

- ‘date’ followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- ‘direction’ followed by the word ‘Away’ or ‘Towards’ is the direction that the vehicle the speed of which was measured by the system (the ***target vehicle***) was travelling in relation to the system’s camera. ‘Away’ indicates the target vehicle was travelling away from the camera and ‘Towards’ indicates the target vehicle was travelling towards the camera
- ‘dist interval’ followed by a number is the distance travelled, in centimetres, by the target vehicle from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- ‘elapsed time’ followed by a number is the time elapsed, in seconds, from when an image of the target vehicle was captured to when another image of the vehicle was captured
- ‘image no’ followed by a number is the number allocated by the system to the image
- ‘lane’ followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling when the image was captured, with the highest number being furthest from the camera
- ‘location’ followed by writing is the name of the location where the image was captured
- ‘model’ followed by writing is the model of the system used to make the image, even if the writing is accompanied by

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characters or markings included to identify a component of the model of the system

- 'offence type' followed by 'Speed' is the offence detected by the system. 'Speed' indicates the detection of an offence against the Queensland Road Rules, section 20
- 'operator no' followed by a number is the identification number for the last person who tested the system under section 210C(1)(b) or (c) before the image was captured
- 'serial no' followed by writing is the serial number of the system used to make the image
- 'site code' followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- 'speed' followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- 'speed limit' followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- 'time' followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second (hhmmss)
- a shape or symbol overlaid on a vehicle shown in the image indicates the vehicle is the target vehicle.

Example—

A data block may show the following information—

- date: 01/05/2023
- direction: Towards
- dist interval: 1,000cm
- elapsed time: 0.705s
- image no: 185
- lane: 1
- location: Warren Street, Fortitude Valley
- model: Acusensus Harmony TS1

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- offence type: Speed
- operator no: 200
- serial no: S2210626746
- site code: 29206232
- speed: 51km/h
- speed limit: 40km/h
- time: 15:14:22.

The data block indicates the following—

- the image was captured 22 seconds after 3:14p.m. on 1 May 2023
- the target vehicle was travelling towards the system's camera that captured the image
- the target vehicle travelled 1,000cm from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- the time elapsed from when an image of the target vehicle was captured to when another image of the vehicle was captured was 0.705 seconds
- the image was allocated the number 185 by the system
- the target vehicle was travelling in the lane given the number 1 in the Traffic Camera Coding Manual
- the location where the image was captured was Warren Street, Fortitude Valley
- the model of the system used to make the image was Acusensus Harmony TS1
- the offence detected by the system is an offence against the Queensland Road Rules, section 20
- the identification number for the last person who tested the system under section 210C(1)(b) or (c) before the image was captured was 200
- the serial number of the system used to make the image was S2210626746
- the target vehicle was located at the place given the number 29206232 in the Traffic Camera Coding Manual when the image was captured
- the speed of the target vehicle measured by the system when the image was captured was 51km/h
- the maximum speed limit at the place and time the image was captured was 40km/h.

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Part 2 Images made by Gatso speed camera system models AUS GS, RS-GS2, RS-GS11 and MILLIA GT20

- ‘date’ followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- ‘direction’ followed by a letter ‘A’ or ‘F’ is the direction that the vehicle the speed of which was measured by the system (the ***target vehicle***) was travelling in relation to the system’s camera. ‘A’ indicates the target vehicle was travelling away from the camera and ‘F’ indicates the target vehicle was travelling towards the camera
- ‘dist interval’ followed by a number is the distance travelled by the target vehicle from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- ‘elapsed time’ followed by a number is the time elapsed, in seconds, from when an image of the target vehicle was captured to when another image of the vehicle was captured
- ‘image no’ followed by a number is the number allocated by the system to the image
- ‘lane’ followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling
- ‘location’ followed by writing is the name of the location where the image was captured
- ‘model’ followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- ‘serial no’ followed by a number or writing is the serial number of the system used to make the image

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- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed’ followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second.

Example—

A data block may show the following information—

- date: 01/09/2011
- direction: A
- dist interval: 1,000cm
- elapsed time: 0.383s
- image no: 45
- lane: 2
- location: M7 Bowen Hills
- model: RS-GS2
- serial no: 2898
- site code: 280007
- speed: 94km/h
- speed limit: 80km/h
- time: 5:45:00.

The data block indicates the following—

- the image was captured at 5:45a.m. on 1 September 2011
- the target vehicle was travelling away from the system’s camera
- the target vehicle travelled 1,000cm from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured

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- the time elapsed from when an image of the target vehicle was captured to when another image of the vehicle was captured was 0.383 seconds
- the image was allocated the number 45 by the system
- the target vehicle was in the lane given the number 2 in the Traffic Camera Coding Manual
- the location where the image was captured was the M7 at Bowen Hills
- the model of the system used to make the image was RS-GS2
- the serial number of the system used to make the image was 2898
- the target vehicle was located at the place given the number 280007 in the Traffic Camera Coding Manual
- the speed of the target vehicle measured by the system was 94km/h
- the maximum speed limit at that place and time was 80km/h.

Part 3 Images made by LTI speed camera system models LTI 20/20 TruCAM and LTI 20/20 TruCAM II

- 'date' followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- 'distance' followed by a number is the distance, in metres, that the vehicle the speed of which was measured by the system (the ***target vehicle***) was from the system's camera when the speed was measured
- 'image no' followed by a number is the number allocated by the system to the image
- 'last aligned' followed by a sequence of numbers is the date and time in 24-hour clock mode when the alignment of the system was last checked, in the order of day, month and year (ddmmyyyy) and hour, minute and second
- 'location' followed by writing is the name of the location where the image was captured

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- ‘operator no’ followed by a number is the number of the operator of the system
- ‘serial no’ followed by writing is the serial number of the system used to make the image
- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed’ followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system as the vehicle was travelling towards the system’s camera
- ‘speed’ followed by the sign ‘-’ and a number is the speed, in kilometres per hour, of the target vehicle measured by the system as the vehicle was travelling away from the system’s camera
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second
- a shape or symbol overlaid on a vehicle shown in the image indicates the vehicle is the target vehicle.

Example—

A data block may show the following information—

- date: 01/09/2011
- distance: 182
- image no: 1069
- last aligned: 01/09/2011 09:39:22
- location: Gympie Road, Kedron
- operator no: 001
- serial no: TC000060
- site code: 101001
- speed: -80km/h
- speed limit: 60km/h

- time: 22:30:00.

The data block indicates the following—

- the image was captured at 10:30p.m. on 1 September 2011
- the distance that the target vehicle was from the system's camera when the speed was measured was 182 metres
- the image was allocated the number 1069 by the system
- the system was last aligned at 9:39am on 1 September 2011
- the location where the image was captured was Gympie Road at Kedron
- the system operator's number was 001
- the serial number of the system used to make the image was TC000060
- the target vehicle was located at the place given the number 101001 in the Traffic Camera Coding Manual
- the speed of the target vehicle measured by the system was 80km/h as the vehicle was travelling away from the system's camera
- the maximum speed limit at that place and time was 60km/h.

Part 4 Images made by Redflex speed camera system models MR101 and S103

- 'date' followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- 'direction' followed by the word 'Away' or 'Towards' is the direction that the vehicle the speed of which was measured by the system (the ***target vehicle***) was travelling in relation to the system's camera. 'Away' indicates the target vehicle was travelling away from the camera and 'Towards' indicates the target vehicle was travelling towards the camera
- 'image no' followed by a number is the number allocated by the system to the image

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- ‘lane’ followed by a number is the number for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- ‘location’ followed by writing is the name of the location where the image was captured
- ‘model’ followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- ‘operator no’ followed by a number is the number of the operator of the system
- ‘serial no’ followed by writing is the serial number of the system used to make the image
- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed’ followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second
- a shape or symbol overlaid on a vehicle shown in the image indicates the vehicle is the target vehicle.

Example—

A data block may show the following information—

- date: 01/09/2011
- direction: Away
- image no: 20
- lane: 4
- location: Gympie Road, Kedron
- model: MR101

- operator no: 0266
- serial no: 2898
- site code: 101001
- speed: 80km/h
- speed limit: 60km/h
- time: 20:25:00.

The data block indicates the following—

- the image was captured at 8:25p.m. on 1 September 2011
- the target vehicle was travelling away from the system's camera
- the image was allocated the number 20 by the system
- the target vehicle was in lane number 4
- the location where the image was captured was Gympie Road at Kedron
- the model of the system used to make the image was MR101
- the system operator's number was 0266
- the serial number of the system used to make the image was 2898
- the target vehicle was located at the place given the number 101001 in the Traffic Camera Coding Manual
- the speed of the target vehicle measured by the system was 80km/h
- the maximum speed limit at that place and time was 60km/h.

Part 5 Images made by Jenoptik speed camera system models TraffiStar S350, TraffiStar S350M, TraffiStar S390, TraffiStar S520 and TraffiStar S590

- 'date' followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- 'direction' followed by the word 'Away' or 'Towards' is the direction that the vehicle the speed of which was measured by

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the system (the ***target vehicle***) was travelling in relation to the system's camera. 'Away' indicates the target vehicle was travelling away from the camera and 'Towards' indicates the target vehicle was travelling towards the camera

- 'dist interval' followed by a number is the distance travelled by the target vehicle from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- 'elapsed time' followed by a number is the time elapsed, in seconds, from when an image of the target vehicle was captured to when another image of the vehicle was captured
- 'image no' followed by writing is the number allocated by the system to the image
- 'lane' followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- 'location' followed by writing is the name of the location where the image was captured
- 'model' followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- 'serial no' followed by writing is the serial number of the system used to make the image
- 'site code' followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- 'speed' followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- 'speed limit' followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured

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- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second.

  Example—

  A data block may show the following information—

  - date: 01/09/2011
  - direction: Away
  - dist interval: 1,000cm
  - elapsed time: 0.343s
  - image no: 45B
  - lane: 2
  - location: M1, Nudgee
  - model: TraffiStar S350
  - serial no: 2898
  - site code: 182011
  - speed: 105km/h
  - speed limit: 90km/h
  - time: 22:30:00.

  The data block indicates the following—

  - the image was captured at 10:30p.m. on 1 September 2011
  - the target vehicle was travelling away from the system’s camera
  - the target vehicle travelled 1,000cm from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
  - the time elapsed from when an image of the target vehicle was captured to when another image of the vehicle was captured was 0.343 seconds
  - the image was allocated the number 45B by the system
  - the target vehicle was in the lane given the number 2 by the Traffic Camera Coding Manual
  - the location where the image was captured was the M1 at Nudgee
  - the model of the system used to make the image was TraffiStar S350
  - the serial number of the system used to make the image was 2898
  - the target vehicle was located at the place given the number 182011 in the Traffic Camera Coding Manual

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- the speed of the target vehicle measured by the system was 105km/h
- the maximum speed limit at that place and time was 90km/h.

Part 6 Images made by Vitronic speed camera system models PoliScan Speed M1 HP and PoliScan FM1

- 'date/time' followed by a sequence of numbers is the date and time in 24-hour clock mode when the image was captured, in the order of day, month, year, hour, minute and second (ddmmyyyy hhmmss)
- 'direction' followed by the word 'approaching' or 'receding' is the direction that the vehicle the speed of which was measured by the system (the ***target vehicle***) was travelling in relation to the system's camera. 'approaching' indicates the target vehicle was travelling towards the camera and 'receding' indicates the target vehicle was travelling away from the camera
- 'image index' followed by writing is the number allocated by the system to the image
- 'speed limit' followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- 'location code' followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- 'speed' followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- 'system' followed by writing is the device type and serial number of the system used to make the image
- a shape or symbol overlaid on a vehicle shown in the image indicates the vehicle is the target vehicle.

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Example—

A data block may show the following information—

- date: 01/03/2014 16:02:58
- direction: approaching
- image index: 1309041602-4-1
- speed limit: 60km/h
- location code: 200313
- speed: 71km/h
- system: PS-642222.

The data block indicates the following—

- the image was captured at 4:02p.m. on 1 March 2014
- the target vehicle was travelling towards the system's camera
- the image was allocated the number 1309041602-4-1 by the system
- the maximum speed limit at that place and time was 60km/h
- the target vehicle was located at the place given the number 200313 in the Traffic Camera Coding Manual
- the speed of the target vehicle measured by the system was 71km/h
- the system used to make the image was the device type PS and serial number 642222.

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Schedule 14 Data blocks for digital combined redlight and speed camera systems

section 211

Part 1 Images made by Gatso combined redlight and speed camera system models GTC-GS11 and Gatso STATIO GT20

- ‘amb phase’ followed by a number is the time, in seconds, for which the traffic light was amber for the traffic light cycle immediately before the red phase that is recorded on the data block
- ‘date’ followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- ‘direction’ followed by the letter ‘A’ or ‘F’ is the direction that the vehicle that activated the system’s camera (the ***target vehicle***) was travelling in relation to the camera. ‘A’ indicates the target vehicle was travelling away from the camera and ‘F’ indicates the target vehicle was travelling towards the camera
- ‘dist interval’ followed by a number is the distance travelled by the target vehicle from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- ‘elapsed time’ followed by a number is the time elapsed, in seconds, from when an image of the target vehicle was captured to when another image of the vehicle was captured

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- ‘image no’ followed by a number is the number allocated by the system to the image
- ‘lane’ followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- ‘location’ followed by writing is the name of the location where the image was captured
- ‘model’ followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- ‘red phase’ followed by a number is the time elapsed, in seconds, from when the traffic light changed to red to when the image was captured
- ‘serial no’ followed by writing is the serial number of the system used to make the image
- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed’ followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second.

Example—

A data block may show the following information—

- date: 01/09/2011
- direction: A
- dist interval: 1,000cm
- elapsed time: 0.486s

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- image no: 45
- lane: 2
- location: Gympie Road, Kedron
- model: GTC-GS11
- red phase: 2.3s
- serial no: 2898
- site code: 180005
- speed: 74km/h
- speed limit: 60km/h
- time: 22:30:00.

The data block indicates the following—

- the image was captured at 10:30p.m. on 1 September 2011
- the target vehicle was travelling away from the system's camera
- the target vehicle travelled 1,000cm from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- the time elapsed from when an image of the target vehicle was captured to when another image of the vehicle was captured was 0.486 seconds
- the image was allocated the number 45 by the system
- the target vehicle was in the lane given the number 2 in the Traffic Camera Coding Manual
- the location where the image was captured was Gympie Road at Kedron
- the model of the system used to make the image was GTC-GS11
- the image was captured 2.3 seconds after the traffic light changed to red
- the serial number of the system used to make the image was 2898
- the target vehicle was located at the place given the number 180005 in the Traffic Camera Coding Manual
- the speed of the target vehicle measured by the system was 74km/h
- the maximum speed limit at that place and time was 60km/h.

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Part 2 Images made by Redflex combined redlight and speed camera system models SR101, SR102, SR103, SR104, SR105 and SR106

- 'date' followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- 'direction' followed by the word 'Away' or 'Towards' is the direction that the vehicle that activated the system's camera (the ***target vehicle***) was travelling in relation to the camera. 'Away' indicates the target vehicle was travelling away from the camera and 'Towards' indicates the target vehicle was travelling towards the camera
- 'dist interval' followed by a number is the distance travelled by the target vehicle from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- 'elapsed time' followed by a number is the time elapsed, in seconds, from when an image of the target vehicle was captured to when another image of the vehicle was captured
- 'image no' followed by a number is the number allocated by the system to the image
- 'lane' followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- 'location' followed by writing is the name of the location where the image was captured
- 'model' followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system

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- ‘phase’ followed by writing is the traffic light phase when the image was captured (the ***relevant phase***)
- ‘phase duration’ followed by a number is the time elapsed, in seconds, from when the traffic light changed to the relevant phase to when the image was captured
- ‘serial no’ followed by writing is the serial number of the system used to make the image
- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed’ followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second.

Example—

A data block may show the following information—

- date: 01/09/2011
- direction: Away
- dist interval: 1,000cm
- elapsed time: 0.383s
- image no: 45
- lane: 2
- location: Beaudesert Road, Calamvale
- model: SR106
- phase: red
- phase duration: 1.50s
- serial no: 2898
- site code: 2222
- speed: 94km/h

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- speed limit: 80km/h
- time: 07:35:00.

The data block indicates the following—

- the image was captured at 7:35a.m. on 1 September 2011
- the target vehicle was travelling away from the system's camera
- the target vehicle travelled 1,000cm from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- the time elapsed from when an image of the target vehicle was captured to when another image of the vehicle was captured was 0.383 seconds
- the image was allocated the number 45 by the system
- the target vehicle was in the lane given the number 2 in the Traffic Camera Coding Manual
- the location where the image was captured was Beaudesert Road at Calamvale
- the model of the system used to make the image was SR106
- the traffic light was in its red phase
- the image was captured 1.5 seconds after the traffic light changed to red
- the serial number of the system used to make the image was 2898
- the target vehicle was located at the place given the number 2222 in the Traffic Camera Coding Manual
- the speed of the target vehicle measured by the system was 94km/h
- the maximum speed limit at that place and time was 80km/h.

Part 3 Images made by Robot combined redlight and speed camera system models TraffiStar SR520 and TraffiStar SR590

- 'amb phase' followed by a number is the time, in seconds, for which the traffic light was amber for the traffic light cycle

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immediately before the red phase that is recorded on the data block

- 'date' followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- 'direction' followed by the word 'Away' or 'Towards' is the direction that the vehicle that activated the system's camera (the ***target vehicle***) was travelling in relation to the camera. 'Away' indicates the target vehicle was travelling away from the camera and 'Towards' indicates the target vehicle was travelling towards the camera
- 'dist interval' followed by a number is the distance travelled by the target vehicle from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- 'elapsed time' followed by a number is the time elapsed, in seconds, from when an image of the target vehicle was captured to when another image of the vehicle was captured
- 'image no' followed by a number is the number allocated by the system to the image
- 'lane' followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- 'location' followed by writing is the name of the location where the image was captured
- 'model' followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- 'red phase' followed by a number is the time elapsed, in seconds, from when the traffic light changed to red to when the image was captured
- 'serial no' followed by writing is the serial number of the system used to make the image

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- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed’ followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second.

Example—

A data block may show the following information—

- date: 01/09/2011
- direction: Away
- dist interval: 1,000cm
- elapsed time: 0.486s
- image no: 45B
- lane: 2
- location: Waterworks Road, Ashgrove
- model: TraffiStar SR520
- red phase: 002.88s
- serial no: 3444
- site code: 1053
- speed: 74km/h
- speed limit: 60km/h
- time: 13:15:00.

The data block indicates the following—

- the image was captured at 1:15p.m. on 1 September 2011
- the target vehicle was travelling away from the system’s camera
- the target vehicle travelled 1,000cm from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured

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- the time elapsed from when an image of the target vehicle was captured to when another image of the vehicle was captured was 0.486 seconds
- the image was allocated the number 45B by the system
- the target vehicle was in the lane given the number 2 in the Traffic Camera Coding Manual
- the location where the image was captured was Waterworks Road at Ashgrove
- the model of the system used to make the image was TraffiStar SR520
- the image was captured 2.88 seconds after the traffic light changed to red
- the serial number of the system used to make the image was 3444
- the target vehicle was located at the place given the number 1053 in the Traffic Camera Coding Manual
- the speed of the target vehicle measured by the system was 74km/h
- the maximum speed limit at that place and time was 60km/h.

Part 4 Images made by Jenoptik combined redlight and speed camera system models TraffiStar SR390, TraffiStar SR520 and TraffiStar SR590

- 'amb phase' followed by a number is the time, in seconds, for which the traffic light was amber for the traffic light cycle immediately before the red phase that is recorded on the data block
- 'date' followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- 'direction' followed by the word 'Away' or 'Towards' is the direction that the vehicle that activated the system's camera (the ***target vehicle***) was travelling in relation to the camera. 'Away' indicates the target vehicle was travelling away from

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the camera and ‘Towards’ indicates the target vehicle was travelling towards the camera

- ‘dist interval’ followed by a number is the distance travelled by the target vehicle from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
- ‘elapsed time’ followed by a number is the time elapsed, in seconds, from when an image of the target vehicle was captured to when another image of the vehicle was captured
- ‘image no’ followed by a number is the number allocated by the system to the image
- ‘lane’ followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- ‘location’ followed by writing is the name of the location where the image was captured
- ‘model’ followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- ‘red phase’ followed by a number is the time elapsed, in seconds, from when the traffic light changed to red to when the image was captured
- ‘serial no’ followed by writing is the serial number of the system used to make the image
- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed’ followed by a number is the speed, in kilometres per hour, of the target vehicle measured by the system when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured

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- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second.

  Example—

  A data block may show the following information—

  - date: 01/09/2011
  - direction: Away
  - dist interval: 1,000cm
  - elapsed time: 0.486s
  - image no: 45
  - lane: 2
  - location: Waterworks Road, Ashgrove
  - model: TraffiStar SR520
  - red phase: 002.88s
  - serial no: 3444
  - site code: 1053
  - speed: 74km/h
  - speed limit: 60km/h
  - time: 13:15:00.

  The data block indicates the following—

  - the image was captured at 1:15p.m. on 1 September 2011
  - the target vehicle was travelling away from the system’s camera
  - the target vehicle travelled 1,000cm from its location when an image of the vehicle was captured to its location when another image of the vehicle was captured
  - the time elapsed from when an image of the target vehicle was captured to when another image of the vehicle was captured was 0.486 seconds
  - the image was allocated the number 45 by the system
  - the target vehicle was in the lane given the number 2 in the Traffic Camera Coding Manual
  - the location where the image was captured was Waterworks Road at Ashgrove
  - the model of the system used to make the image was TraffiStar SR520

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- the image was captured 2.88 seconds after the traffic light changed to red
- the serial number of the system used to make the image was 3444
- the target vehicle was located at the place given the number 1053 in the Traffic Camera Coding Manual
- the speed of the target vehicle measured by the system was 74km/h
- the maximum speed limit at that place and time was 60km/h.

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Schedule 15 Data blocks for digital point-to-point camera systems

section 211

Part 1 Images made by Redflex point-to-point camera system models P2P101, P2P102, P2P103, P2P104, P2P105 and P2P106

- ‘date’ followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- ‘direction’ followed by the word ‘Away’ or ‘Towards’ is the direction that the vehicle that activated the system’s camera (the ***target vehicle***) was travelling in relation to the system’s camera. ‘Away’ indicates the target vehicle was travelling away from the camera and ‘Towards’ indicates the target vehicle was travelling towards the camera
- ‘image no’ followed by a number is the number allocated to the image by the system that made the image
- ‘lane’ followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- ‘location’ followed by writing is the name of the location where the image was captured
- ‘model’ followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system

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- ‘serial no’ followed by writing is the serial number of the system’s camera that captured the image
- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute and second.

Example of a data block for an image captured by 1 of the system’s cameras of a vehicle at a point on a road used, in conjunction with another image captured by 1 of the system’s other cameras at a different point, to calculate the average speed of the vehicle under the Act, section 120A—

A data block may show the following information—

- date: 01/09/2011
- direction: Away
- image no: 45
- lane: 2
- location: Bruce Highway, Beerwah
- model: P2P102
- serial no: 2898
- site code: 583013
- speed limit: 110km/h
- time: 21:30:00.

The data block indicates the following—

- the image was captured at 9:30p.m. on 1 September 2011
- the target vehicle was travelling away from the system’s camera that captured the image
- the image was allocated the number 45 by the system that made the image
- the target vehicle was in the lane given the number 2 in the Traffic Camera Coding Manual
- the location where the image was captured was the Bruce Highway at Beerwah

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- the model of the system used to make the image was P2P102
- the serial number of the system's camera that captured the image was 2898
- the target vehicle was located at the place given the number 583013 in the Traffic Camera Coding Manual
- the maximum speed limit at that place and time was 110km/h.

Part 2 Images made by Gatso point-to-point camera system model MILLIA GT20

- 'date' followed by a sequence of numbers is the date when the image was captured, in the order of day, month and year (ddmmyyyy)
- 'direction' followed by the word 'Away' or 'Towards' is the direction that the vehicle that activated the system's camera (the ***target vehicle***) was travelling in relation to the system's camera. 'Away' indicates the target vehicle was travelling away from the camera and 'Towards' indicates the target vehicle was travelling towards the camera
- 'image no' followed by a number is the number allocated to the image by the system that made the image
- 'lane' followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- 'location' followed by writing is the name of the location where the image was captured
- 'model' followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- 'serial no' followed by writing is the serial number of the system's camera that captured the image

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- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute, second and millisecond.

Example of a data block for an image captured by 1 of the system’s cameras of a vehicle at a point on a road used, in conjunction with another image captured by 1 of the system’s other cameras at a different point, to calculate the average speed of the vehicle under section 120A of the Act—

A data block may show the following information—

- date: 01/09/2011
- direction: Away
- image no: 45
- lane: 2
- location: Legacy Way Tunnel, Toowong
- model: MILLIA GT20
- serial no: 2898
- site code: 180041
- speed limit: 80km/h
- time: 21:30:10.260.

The data block indicates the following—

- the image was captured at 10 seconds and 260 milliseconds after 9.30p.m. on 1 September 2011
- the target vehicle was travelling away from the system’s camera that captured the image
- the image was allocated the number 45 by the system that made the image
- the target vehicle was in the lane given the number 2 in the Traffic Camera Coding Manual
- the location where the image was captured was the Legacy Way Tunnel, Toowong
- the model of the system used to make the image was MILLIA GT20

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- the serial number of the system's camera that captured the image was 2898
- the target vehicle was located at the place given the number 180041 in the Traffic Camera Coding Manual
- the maximum speed limit at that place and time was 80km/h.

Part 3 Images made by Jenoptik point-to-point camera system model VECTOR P2P

- 'date' followed by a sequence of numbers is the date when the image was captured, in the order of day, month, year (ddmmyyyy)
- 'direction' followed by the word 'Away' or 'Towards' is the direction that the vehicle that activated the system's camera (the ***target vehicle***) was travelling in relation to the system's camera. 'Away' indicates the target vehicle was travelling away from the camera and 'Towards' indicates the target vehicle was travelling towards the camera
- 'image no' followed by a number is the number allocated to the image by the system that made the image
- 'lane' followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling, with the highest number being furthest from the camera
- 'location' followed by writing is the name of the location where the image was captured
- 'model' followed by writing is the model of the system used to make the image, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- 'serial no' followed by writing is the serial number of the system's camera that captured the image

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- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image was captured
- ‘speed limit’ followed by a number is the maximum speed limit, in kilometres per hour, for the place at which the image was captured when the image was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image was captured in the order of hour, minute, second and millisecond.

Example of a data block for an image captured by 1 of the system’s cameras of a vehicle at a point on a road used, in conjunction with another image captured by 1 of the system’s other cameras at a different point, to calculate the average speed of the vehicle under the Act, section 120A—

A data block may show the following information—

- date: 01/09/2011
- direction: Away
- image no: 45
- lane: 2
- location: Bruce Highway, Landsborough
- model: VECTOR P2P
- serial no: 2898
- site code: 180041
- speed limit: 80km/h
- time: 21:30:10.260.

The data block indicates the following—

- the image was captured at 10 seconds and 260 milliseconds after 9:30p.m. on 1 September 2011
- the target vehicle was travelling away from the system’s camera that captured the image
- the target vehicle was in the lane given the number 2 in the Traffic Camera Coding Manual
- the location where the image was captured was the Bruce Highway at Landsborough
- the model of the system used to make the image was VECTOR P2P
- the serial number of the camera used to capture the image was 2898

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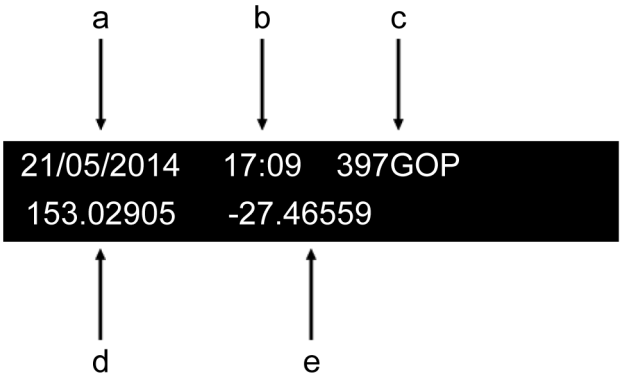
- the target vehicle was located at the place given the number 180041 in the Traffic Camera Coding Manual
- the maximum speed limit at that place and time was 80km/h.

Schedule 16 Data blocks for ANPR camera systems used to provide evidence of registration offences or CTP insurance offences

section 211(1)(h)



a is the date when the image was captured, in the order of day, month and year.

b is the time, in 24-hour clock mode, when the image was captured in the order of hour and minute.

c is the registration number of the vehicle depicted in the image.

d is the longitude of the location where the image was captured shown in decimal degrees.

e is the latitude of the location where the image was captured shown in decimal degrees.

Example—

The diagram in this schedule shows—

- the image was captured at 5:09p.m. on 21 May 2014

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- the registration number of the vehicle depicted in the image is 397GOP
- the longitude of the location where the image was captured is 153.02905 decimal degrees
- the latitude of the location where the image was captured is -27.46559 decimal degrees.

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Schedule 17 Data blocks for digital driver behaviour camera systems

section 211

- ‘date’ followed by a sequence of numbers is the date when the image or video was captured, in the order of day, month and year (dd:mm:yyyy)
- ‘offence type’ followed by either ‘Mobile Phone’ or ‘Seatbelt’ is the offence possibly detected by the system. ‘Mobile Phone’ indicates the possible detection of an offence against section 300 of the Queensland Road Rules. ‘Seatbelt’ indicates the possible detection of an offence against section 264 or 264A of the Queensland Road Rules
- ‘direction’ followed by the letter ‘A’ or ‘T’ is the direction that the vehicle that activated the system’s camera (the ***target vehicle***) was travelling in relation to the system’s camera. ‘A’ indicates the target vehicle was travelling away from the camera and ‘T’ indicates the target vehicle was travelling towards the camera
- ‘image no’ followed by a number is the number allocated to the image or video by the system
- ‘lane’ followed by a number is the number given in the Traffic Camera Coding Manual for the lane in which the target vehicle was travelling
- ‘location’ followed by writing is the name of the location where the image or video was captured
- ‘model’ followed by writing is the model of the system used to make the image or video, even if the writing is accompanied by characters or markings included to identify a component of the model of the system
- ‘serial no’ followed by writing is the serial number of the system used to make the image or video

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- ‘operator no’ followed by writing is the identification number for the last person who tested the system under section 210EA(1)(b) or (c) before the image was captured
- ‘site code’ followed by a number is the number given in the Traffic Camera Coding Manual for the location of the target vehicle when the image or video was captured
- ‘time’ followed by a sequence of numbers is the time in 24-hour clock mode when the image or video was captured in the order of hour, minute and second (hh:mm:ss).

Example—

A data block may show the following information—

- date: 31:10:2021
- offence type: Mobile Phone
- direction: T
- image no: 40032
- lane: 1
- location: Blunder Road, Oxley
- model: Acusensus ‘Heads-Up’ JR – DD1
- serial no: SS200220249
- operator no: 481
- site code: 19200031
- time: 20:51:25.

The data block indicates the following—

- the image or video was captured 25 seconds after 8.51p.m. on 31 October 2021
- the offence possibly detected by the system is an offence against section 300 of the Queensland Road Rules
- the target vehicle was driving towards the system’s camera that captured the image or video
- the image or video was allocated the number 40032 by the system
- the target vehicle was in the lane given the number 1 in the Traffic Camera Coding Manual
- the location where the image or video was captured was Blunder Road, Oxley
- the model of the system used to make the image or video was Acusensus ‘Heads-Up’ JR – DD1

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- the serial number of the system used to make the image or video was SS200220249
- the identification number for the last person who tested the system under section 210EA(1)(b) or (c) before the image was captured was 481
- the target vehicle was located at the place given the number 19200031 in the Traffic Camera Coding Manual.

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