



IAP the road forward //


Enhanced Access for heavy vehicles - Intelligent Access Program//

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Presentation Format//

- ▲ About Transport Certification Australia Limited (TCA)
- ▲ Australia and the challenge facing its freight task
- ▲ What is the Intelligent Access Program (IAP)?
- ▲ Conclusion



About Transport Certification Australia (TCA)

- ▲ Established (15 August 2005) as a fully owned Government organisation
- ▲ Owners (Members) comprise Australian, State and Territory Governments
- ▲ TCA's purpose is to serve its Members and the Community by:
 - being the administrator of the IAP;
 - being the certifier and auditor of IAP Service Providers
- ▲ Dual role:
 - independent national Certification & Audit organisation;
 - promote the IAP to stakeholders



Australian Heavy Vehicle Access Regimes (1)

- ▲ General Access (1st Generation)




Australian Heavy Vehicle Access Regimes (2)

- ▲ General Access (1st Generation)
- ▲ Restricted Access (2nd Generation)





Australian Heavy Vehicle Access Regimes (3)

- ▲ General Access (1st Generation)
- ▲ Restricted Access (2nd Generation)





Freight Challenge Facing Australia (1)

- ▲ Its not just 'Twice the Freight Task' by 2020
- ▲ But today there are:
 - Requests for improved access
 - Requests for different vehicle configurations and innovation
 - Requests for additional mass



Governments Adopt a Risk Management Approach

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Freight Challenge Facing Australia (2)



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New Approach to Australian Heavy Vehicle Access

- ▲ General Access (1st Generation)
- ▲ Restricted Access (2nd Generation)
- ▲ Intelligent Access (3rd Generation)

Intelligent Access Program (IAP) is a voluntary program that allows access or improved access to the road network in return for compliance monitoring using GNSS and telematics solution



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IAP - Parameters

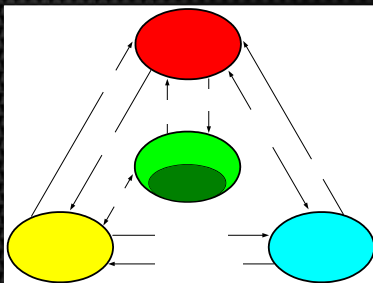
- ▲ Parameters
 - Vehicle and Trailer identification
 - Vehicle position (spatial/route compliance)
 - Time (temporal compliance)*
 - Vehicle speed (gross speed compliance)*
 - Tamper evident
- ▲ Functions
 - Self-Declaration Function* (eg. declaration of vehicle configuration, general comments)
- ▲ Future parameters/functions - driven by policy makers

* based on need of actual IAP Application

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IAP Business/Operating Model (1)



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IAP Business/Operating Model (2)

- ▲ Risks are identified and allocated to the entity best placed to deal with the risk
- ▲ TCA provides certification of 3rd party IAP Service Providers (IAP-SPs)
- ▲ Jurisdictions manage road network access
- ▲ Underpinned by legislation and contracts between participants
- ▲ Highest order privacy obligations applicable to participants

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IAP Business/Operating Model (3)

- ▲ 'Caters for both *off-the shelf* IAP Applications and *unique* IAP Applications'
- ▲ Transport operator makes a commercial decision to determine if the benefits of joining an IAP Application outweigh the costs of participation
- ▲ Only non-compliance reports (NCRs) against Intelligent Access Conditions (IAC) are issued to road authorities by IAP Service Providers
- ▲ An NCR does not necessarily mean an offence

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IAP Costs

INDICATIVE IAP AND RELATED COSTS	INDICATIVE ANNUAL FIGURE
Cost of in-vehicle unit and PDA (\$2000 - \$3000 amortised over 3 years)	\$1,000
IAP Service Provider fee (for combined IAP and commercial services) - \$120 per month [ie. this is conservative] (\$33 x 2.5 + \$40 = \$120)	\$1,440
Field trips/ visits by IAP Service Provider to vehicle (say 2 visits by \$320)	\$640
TOTAL	\$3,080

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IAP - 'The Great Enabler'

- ▲ In addressing a specific problem (ie. improved vehicle access) we have built a framework that provides flexibility to deal with emerging and new issues
- ▲ The IAP is not a "one trick pony"
- ▲ IAP framework builds on existing telematics capabilities and provides a model for consideration of other important policy issues going forward

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Conclusion (1)

- ▲ IAP's implementation has been successful to date, because it addresses in a reasonable manner a real challenge facing Australia
- ▲ IAP is a tool that can provide:
 - benefits from improved productivity
 - improved road safety
 - reduction in infrastructure wear
 - reduction in environmental effects
 - better management of public expectations
 - optimisation of the road freight policy and operations tasks

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Conclusion (2)

- ▲ Telematics being used to provide greater productivity and greater evidence of compliance 'win - win' outcome
- ▲ IAP is not a piecemeal reform, rather a paradigm shift in negotiating heavy vehicle access
- ▲ TCA 'took the IAP to Market' in December 2006
- ▲ First applications for certification as IAP Service Providers are being processed
- ▲ Several IAP Service Providers should be certified last quarter 2007
- ▲ IAP provides a model for consideration of other important policy issues going forward

www.tca.gov.au

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