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)

- It's 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

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

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

IAP Business/Operating Model (1)

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
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

IAP Costs

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<tr>
<th>INDICATIVE IAP AND RELATED COSTS</th>
<th>INDICATIVE ANNUAL FIGURE</th>
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<tbody>
<tr>
<td>Cost of in-vehicle unit and PDA ($2000 - $3000 amortised over 3 years)</td>
<td>$1,900</td>
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<tr>
<td>IAP Service Provider fee (for combined IAP and commercial services) - $120 per month [ie. this is conservative] ($33 x 3 + $40 x 3)</td>
<td>$1,440</td>
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<tr>
<td>Field trips visits by IAP Service Provider to vehicle (say 2 visits by $320)</td>
<td>$640</td>
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<tr>
<td>TOTAL</td>
<td>$5,080</td>
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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

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

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