

Intelligent Access Program – Third Generation of Access To Australia's Road Network

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Presentation Format

- About Transport Certification Australia Limited (TCA)
- What is the challenge facing Australia's freight task
- What is the Intelligent Access Program (IAP) – why is it needed and how does it address the challenge
- How will the IAP work
- IAP Applications

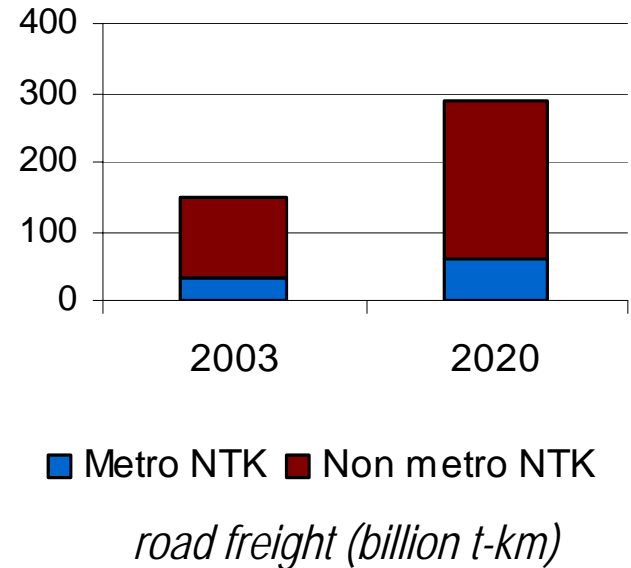


- Established (15 August 2005) as a Public Company under Corporations Act (Cth)
- Members (owners) comprise Australian, State and Territory Governments
- TCA's purpose is to serve its Members and the Community by:
 - supporting the development and implementation of the IAP; and
 - ensuring IAP Service Providers are certified and audited.
- Independent National Certification & Audit Organisation



Twice the Freight Task

- Land transport task to double (2000 – 2020)
- 1 in 4 vehicles in our cities carrying freight by 2020
- Do nothing is *not* an option
- Optimise the network solution



Freight Task Challenges

➤ Industry

- Freight task forecast to increase significantly
- National and increasingly international factors
- Rapid technological change and innovation

Transport industry seeks improved access to road network



Freight Task Challenges

➤ Government (all levels)

- Steward of road network (safety, infrastructure & environment)
- Need to meet community expectations
- Smarter compliance

Require confidence in compliance to improved conditions of access



BUT – this is also
today's challenge!

- Requests for improved access
- Requests for different vehicle configurations
- Requests for additional mass

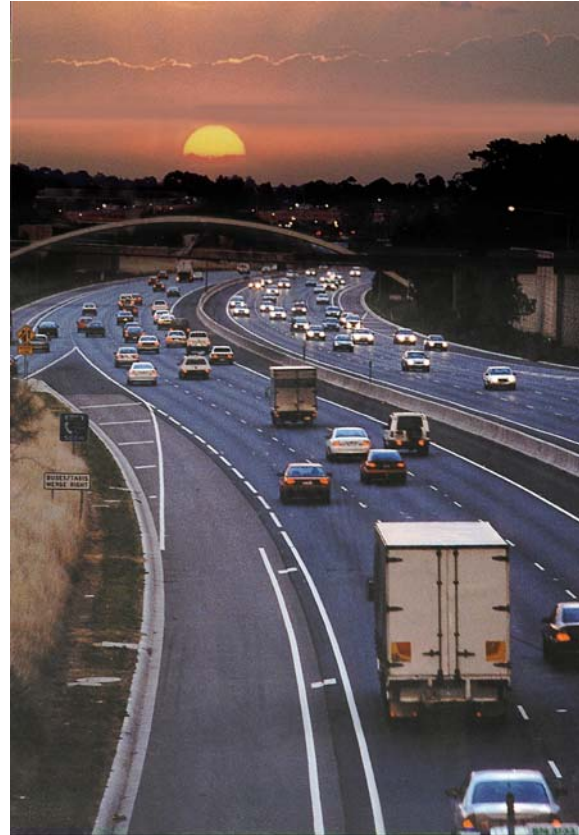


*Governments Adopt a Risk
Management Approach*



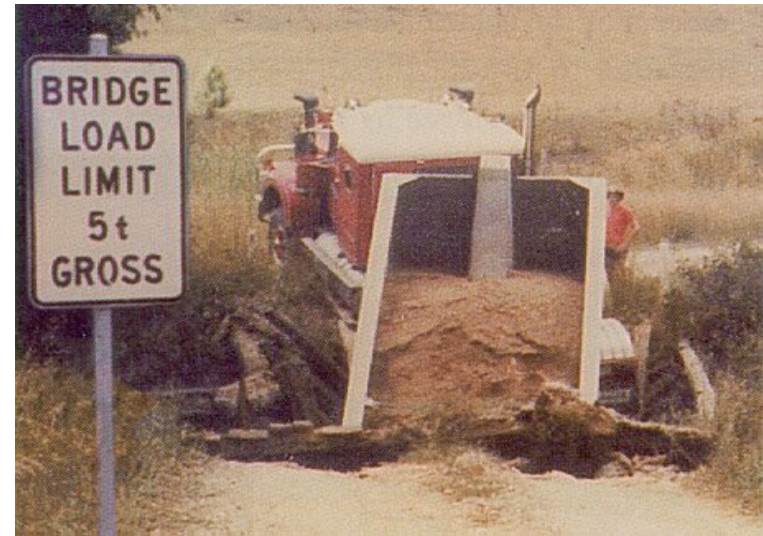
Australian Heavy Vehicle Access to Network

➤ General Access



Australian Heavy Vehicle Access to Network

- General Access
- Restricted Access
 - Gazette / Notice
 - Scheme / Permit
 - Escort



What is the Intelligent Access Program?

- A voluntary program that remotely monitors heavy vehicles to ensure they are complying with their improved and permitted operating conditions ensuring they operate how, where and when they should
- IAP is a national reform 'ready' to deal with Australia's growing freight task challenge
- IAP provides a mechanism to manage the growing freight task
- IAP provides a 'win – win' outcome to all participants



- Administers the IAP, responds to IAP policy issues and is the steward of national issues associated with its operation and the certifies and audits IAP Service Providers
- TCA does not:
 - Control access to the road network
 - Identify and implement specific IAP applications
 - Negotiate jurisdictional or cross-jurisdictional access conditions
 - Determine sanctions against transport operators
- In essence, TCA is the ‘wholesaler’ of the IAP

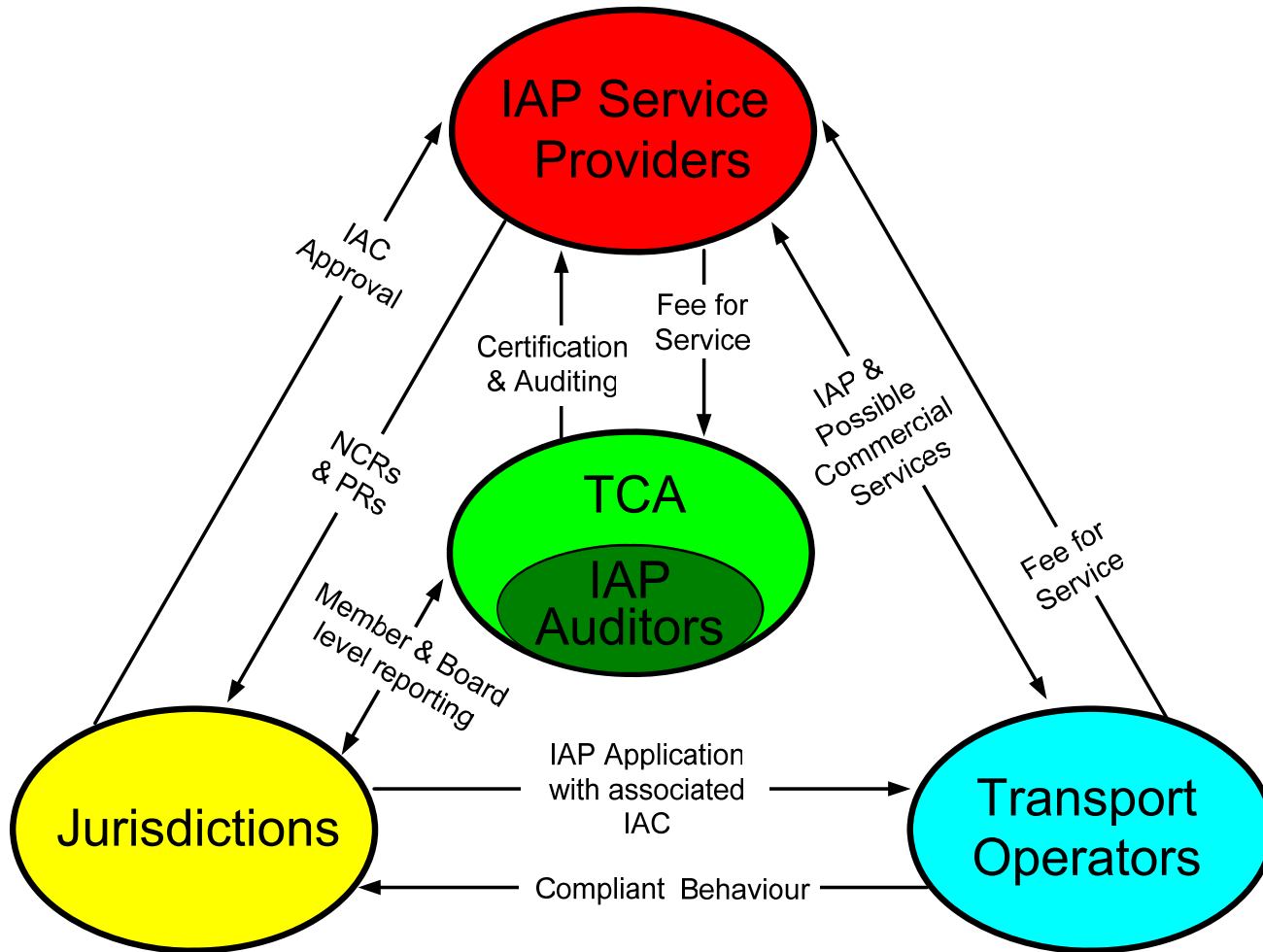


IAP – Defining Principles

- ‘Intelligent Access’ would be granted based on monitoring of vehicular parameters for compliance (eg. route compliance)
- Recognition that transport operators are increasingly using telematics and telematics service providers for commercial purposes
- IAP services (along with commercial telematics services) to be provided by the private sector – Public Private Partnership (PPP)
- Strict compliance to highest order Privacy Principles & data security
- Jurisdictions interested in exception reporting
- Underpinned by legislation in each participating jurisdiction
- Consistent approach in processes across all jurisdictions



IAP Operating Model



Established (Transitional) IAP Specific Applications

Mobile Crane Concessional Benefit Scheme



Above: Innovative Vehicle - Queensland

Left: Class 3 Cranes VicRoads



Proposed Mass – Market IAP Application

- Queensland and New South Wales expanding their respective Higher Mass Limit (HML) route networks
- For example B-double (configured for HML) would be eligible for enhanced access to the road network.
- Provides increased access for HML vehicles (significant productivity gain)
- Provides for demonstrated compliance



- Jurisdictions pay for services provided to them by TCA
- IAP Service Providers will pay for their
 - certification
 - on-going review and audit
- These fees are not payable by transport operators
- Transport operators need to negotiate any fees with their chosen IAP Service Provider (including any commercial services)



- Road authorities can use the IAP to better manage their respective road network and provide for the growing freight task
- IAP can provide enhanced access to the road network
- Can provide for improved safety, infrastructure and environmental management
- Can better manage the expectations of the community
- Can provide for improved productivity
- Commercial decision to determine if the benefits of joining an IAP Application outweigh the costs of participation
 - In essence, road authorities are 'retailers' of the IAP



IAP - An 'Enabler' for Reform

- Contract management tool
 - government can oversee and audit performance of service contracts
- Review of concessions
 - allows concessions to be structured and better targeted
- Respond to community concerns regarding certain kinds of transport operations
 - supports cooperative solutions to transport problems and issues
 - fosters partnerships between government and industry
- Enabler providing a platform for emerging public policy issues



- Transport Certification Australia is here
- Its first mass-market IAP Application is being implemented
- IAP is a new compliance tool providing benefits and opportunities to all stakeholders
- Pricing is reasonable and affordable
- Roll-out - commence Service Provider certification in 2006/2007
- TCA website:

www.tca.gov.au

