

# Intelligent Access Program (IAP)

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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
- Issues, opportunities and benefits for the Crane Industry
- Key dates

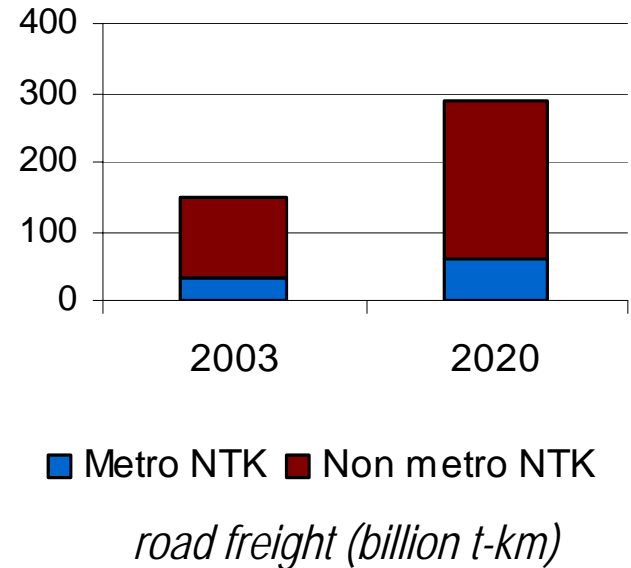


- Established (15 August 2005) as a Public Company under Corporations Act (Cth)
- Members (owners) comprise Australian, State and Territory Governments
- TCA's purpose is to serve its Members and the Community by:
  - being the administrator of the IAP; and
  - being the certifier and auditor of IAP Service Providers.
- 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



# Today's Road Freight Challenge

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



*Governments Adopt a Risk  
Management Approach*



# What is IAP ?

- IAP is a voluntary program that allows access or improved access to the road network in return for compliance monitoring using telematics solutions

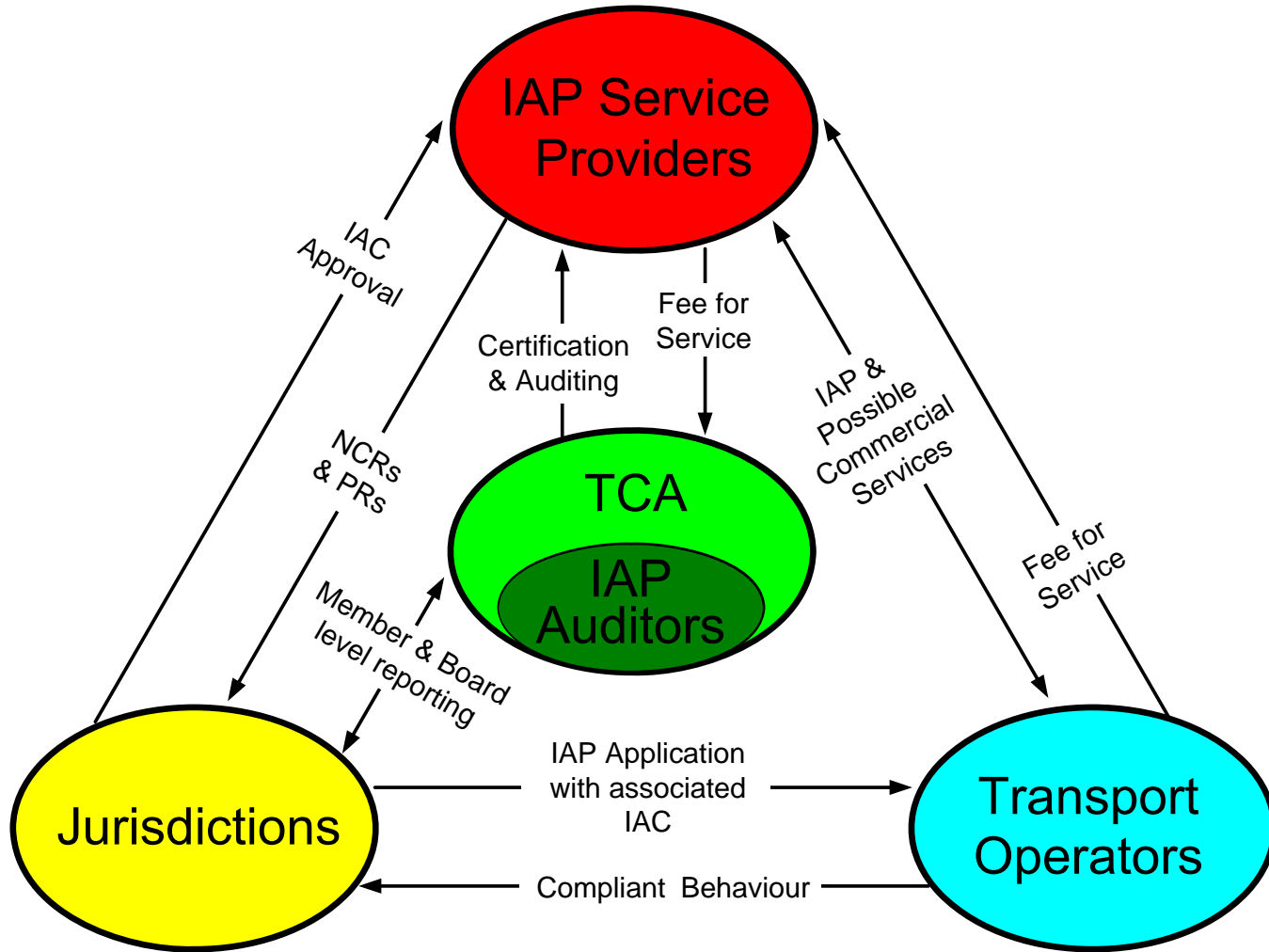


# What is IAP ?

- IAP is a national reform 'ready' to deal with Australia's growing freight challenges
- IAP provides a very strong negotiating tool to achieve improved access to the road network for the transport industry and governments



# IAP Operating Model (1)



# IAP Operating Model (2)

- Independent 3<sup>rd</sup> party IAP Service Provider (IAP-SP)
- Commercial telematics services can also be purchased
- Only Non-compliance Reports (NCRs) against Intelligent Access Conditions issued to jurisdiction
- Highest order privacy obligations applicable to IAP-SP and jurisdiction/s
- NCR does not necessarily mean an offence



## National Issues - Industry Perspective

- Industry requires timely and flexible access to the road network
- Seek opportunities to extend permit duration and usability
- Industry seeks a level playing field to ensure fair competition



## National Issues - Jurisdictional Perspective

- Jurisdictions are seeking to improve their confidence in Operators' compliance with operating conditions
- Cranes are priority application for IAP – aids economy
- Route compliance to protect vulnerable assets is a key benefit that IAP brings for cranes
- “Just in Case” applications - Operators applying for the same permits each week “Just in Case” they require them to meet customer demand.



## IAP Opportunities

- Allows for flexibility in issuing permits with longer periods
- Profiles for multiple route permits rather than single route/ single trip permits
- Assurance of compliance for jurisdictions
- Mutually beneficial outcomes - easier access and flexibility for Operators



- Transport operators need to negotiate any fees with their chosen IAP Service Provider (including any commercial services)
  - Cost of In-Vehicle Unit - \$1,500 to \$2,500
  - IAP Service Provider fee - \$80 to \$120 per vehicle per month (including and depending on scope of commercial services)



## Cost of Short Term Permits

- The fees for a permit for an overmass vehicle in Queensland are:

Single trip permit – \$67.35

Stated period permit – \$255.80.



# NSW Mobile Crane Scheme

New South Wales - (since 2001)

Initiated by NSW crane industry

Concession removes the daytime travelling conditions for over-dimension cranes that do not exceed 2.9 metres in width (route and temporal compliance)

Cranes traveling an extra 8 hours a day

Productivity gains for the industry

Supported by New South Wales Roads & Traffic Authority

Supported by Sydney City Council

Mobile Crane Concessional  
Benefit Scheme



# Industry in General

- Differentiate between IAP and specific applications or uses
- Consider the use of IAP as part of a negotiation to gain enhanced or improved access to the road network (ie. productivity gains)
- Negotiate specific access conditions with jurisdictions to suit specific business operations (ie. IAP applications may suit some transport operators but not others)
- Make a commercial decision to determine if the benefits of joining an IAP application outweigh the costs of participation



- TCA will be 'taking IAP to Market' by end December 2006, subject to implementation of IAP Model legislation
- First IAP Service Providers should be certified by mid 2007

*[www.tca.gov.au](http://www.tca.gov.au)*

