

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

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- 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



Today's Road Freight Challenge

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



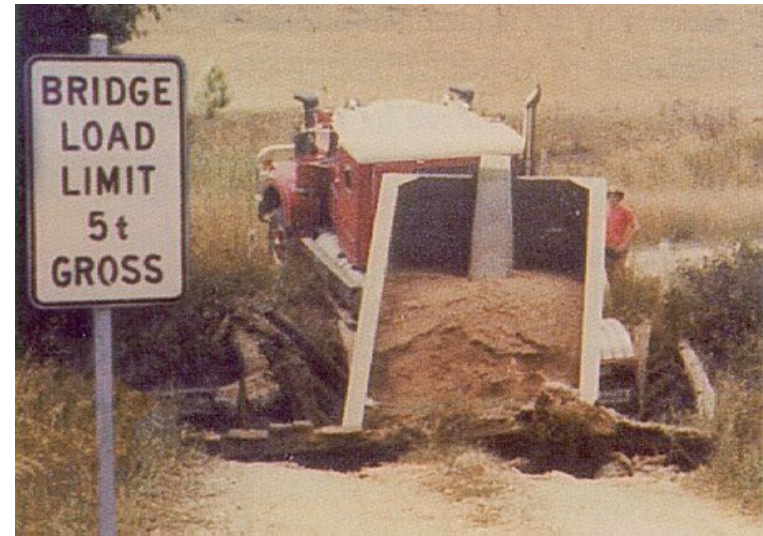
*Governments Adopt a Risk
Management Approach*



Australian Heavy Vehicle Access to Network

➤ Restricted Access

- Gazette / Notice
- Scheme / Permit
- Escort



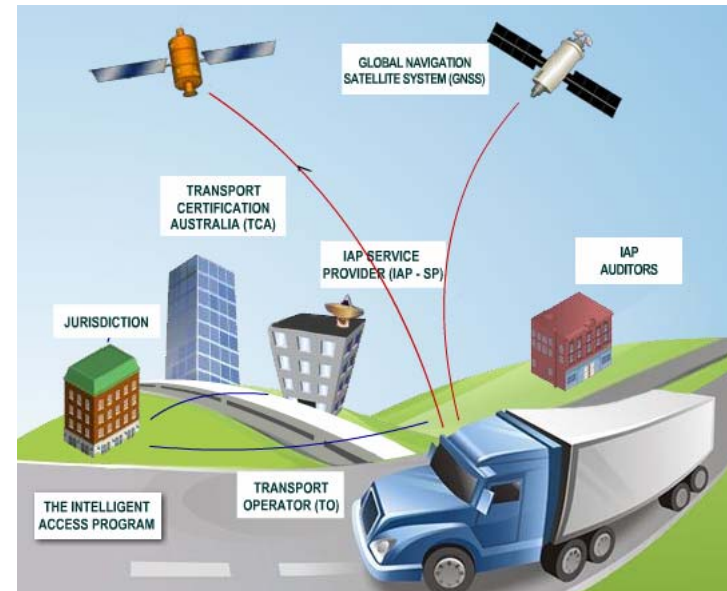
*2nd Generation of Access
to Road Network*



Australian Heavy Vehicle Access to Network

➤ Intelligent Access

- Telematics solution using GNSS (ie. GPS) tracking
- In-vehicle Units type approved by TCA that can provide both IAP and commercial services
- IAP Service providers certified by TCA that can provide both IAP and commercial services



3rd Generation of Access to Road Network



What is IAP ?

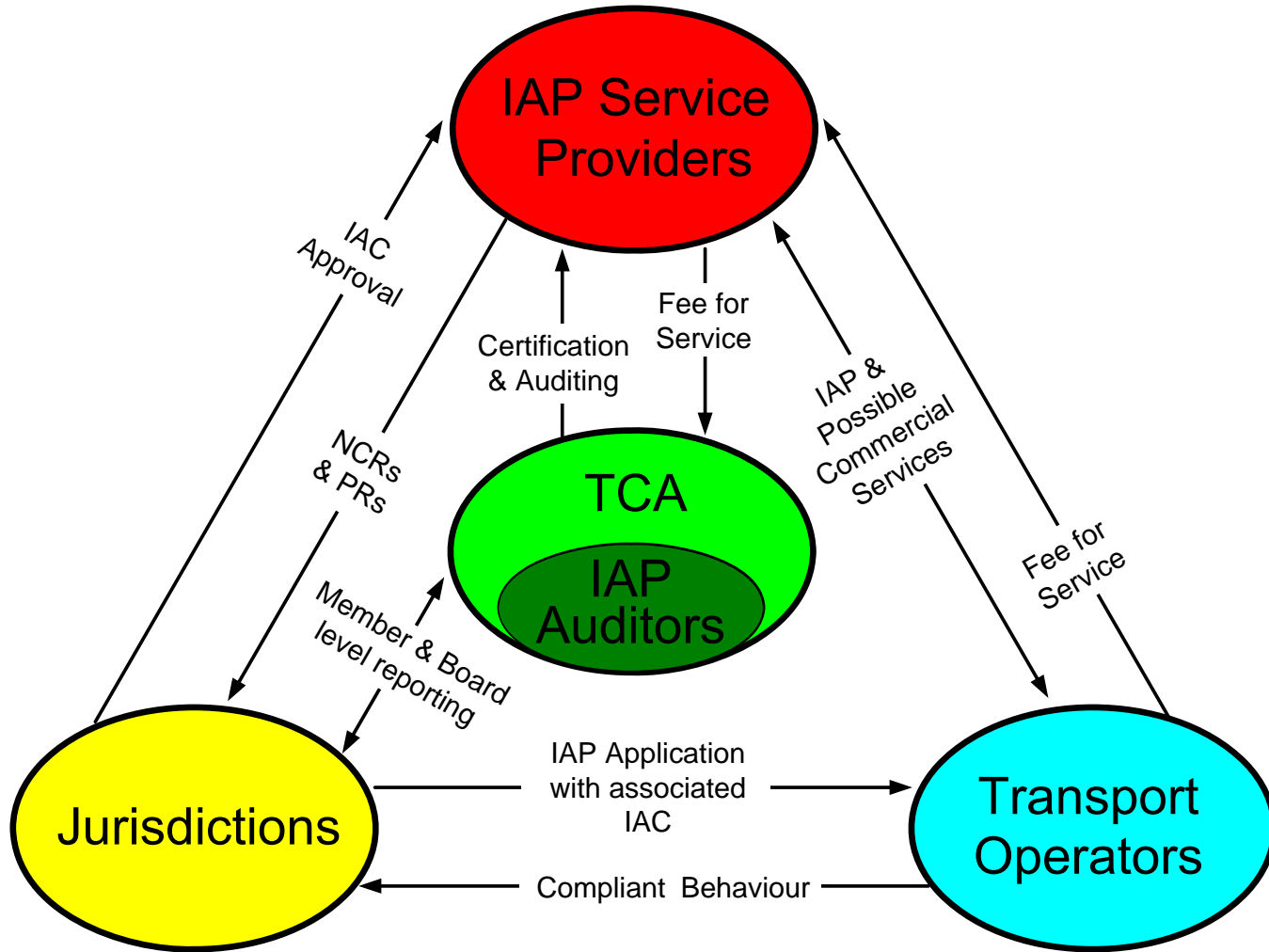
- A voluntary program that remotely monitors heavy vehicles to ensure they are complying with their improved and permitted operating conditions
- IAP is a national reform 'ready' to deal with Australia's growing freight challenges
- IAP provides a mechanism to manage the growing freight task
- IAP provides a very strong negotiating tool to achieve improved access to the road network for the transport industry and governments



- Required by all IAP Applications:
 - Prime mover / Rigid vehicle identification
 - Route compliance
- Required as necessary by individual IAP Applications (ie. These are selectable)
 - Trailer identification
 - Temporal compliance
 - Gross speed compliance
 - Self-declaration function (vehicle config, gross vehicle mass, comment field)



IAP Operating Model (1)



IAP Operating Model (2)

- Independent 3rd 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



Transport Industry (1)

- Differentiate between IAP (the enabler) 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



Transport Industry (2)

- Transport operators should not simply rely on jurisdiction/s to identify IAP applications – should be pro-active (remember IAP provides for increased confidence in compliance):
 - over dimensional vehicles
 - Performance Based Standards (PBS) vehicles
 - Long distance transport vehicles
 - vehicles working on the waterfront (ie. extending the use of super B-doubles)
 - Improved utilisation of B triples
 - low loaders



- 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

Thanks – www.tca.gov.au

