Presentation Format

- Australia and the challenge facing its freight task
- What is the Intelligent Access Program (IAP)?
- About Transport Certification Australia Limited (TCA)
- Conclusion
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
Freight Challenge Facing Australia (2)
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)
New Approach to Australian Heavy Vehicle Access

- General Access (1\textsuperscript{st} Generation)
- Restricted Access (2\textsuperscript{nd} Generation)
- Intelligent Access (3\textsuperscript{rd} 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
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

<table>
<thead>
<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>$1,000</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 2.5 + $40 ≈ $120)</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><strong>TOTAL</strong></td>
<td><strong>$3,080</strong></td>
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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
▲ TCA ‘took the IAP to Market’ in December 2006
▲ First applications for certification as IAP Service Providers are being processed
▲ Several IAP Service Providers certified by last quarter 2007
IAP - ‘The Great Enabler’

- IAP is ‘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
▲ IAP provides a model for consideration of other important policy issues going forward

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