

Intelligent Access Program//

Ted Vincent
Director Transport Certification
Australia

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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)//

- ▲ Its 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)//



IAP the road forward//

IAP
Intelligent Access Program

Australian Heavy Vehicle Access Regimes (1)//

▲ General Access (1st Generation)



IAP the road forward//

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 (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

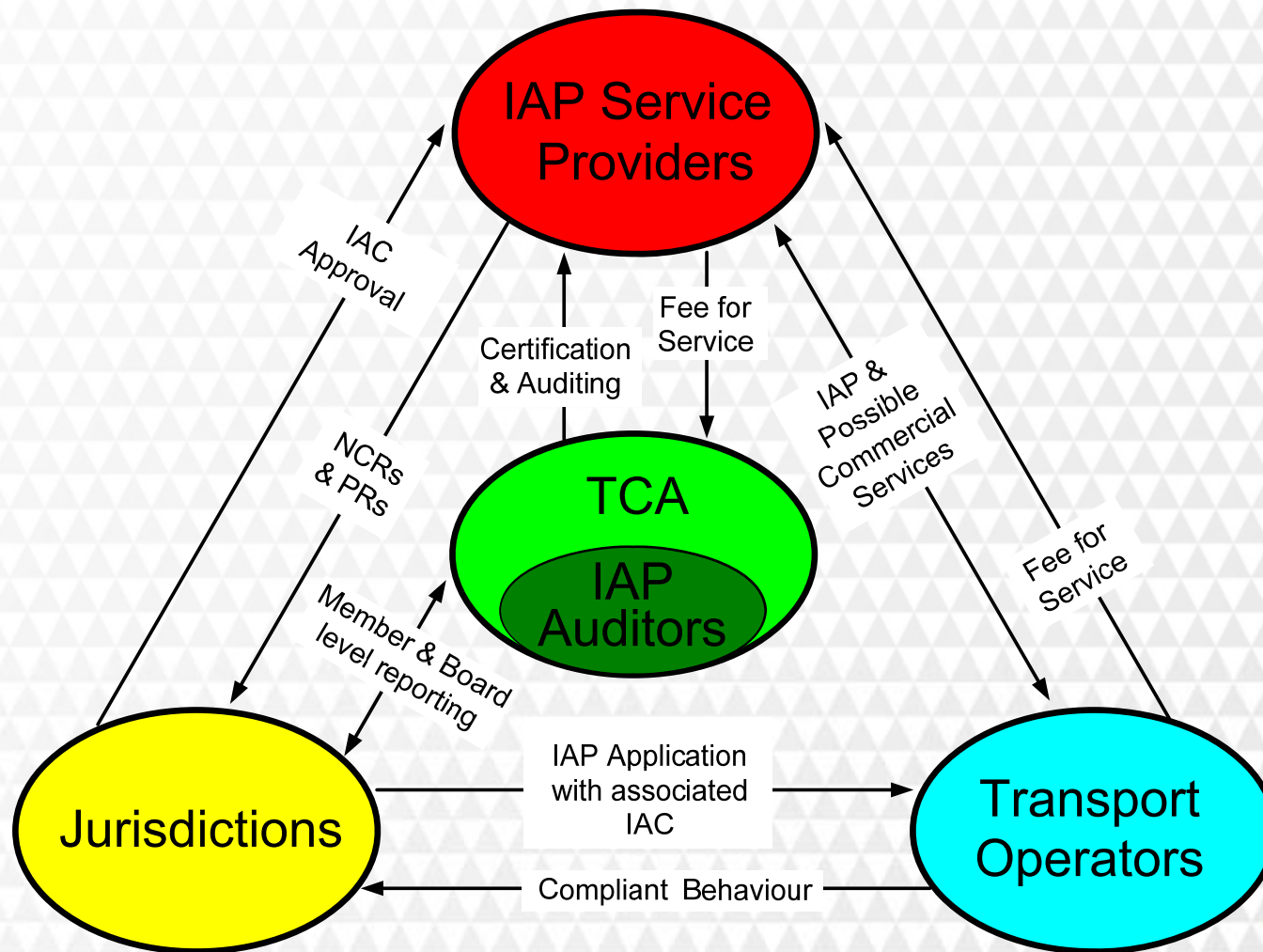
▲ Functions

- 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)//



IAP Business/Operating Model (2)//

- ▲ 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//

| INDICATIVE IAP AND RELATED COSTS | INDICATIVE ANNUAL FIGURE |
|---|--------------------------|
| Cost of in-vehicle unit and PDA (\$2000 - \$3000 amortised over 3 years) | \$1,000 |
| IAP Service Provider fee (for combined IAP and commercial services) - \$120 per month [ie. this is conservative] (\$33 x 2.5 + \$40 ≈ \$120) | \$1,440 |
| Field trips/ visits by IAP Service Provider to vehicle (say 2 visits by \$320) | \$640 |
| TOTAL | \$3,080 |

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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