Intelligent Access Program: Update on Heavy Vehicle Monitoring

Chris Koniditsiotis, Chief Executive Officer
Peter Girgis, General Manager Operations

15 March 2010
About TCA //

▲ Endorsed by the Australian Transport Council
▲ Transport Certification Australia established late 2005
▲ A fully owned government organisation
▲ Owners (Members) are Australian, State & Territory governments
▲ TCA’s purpose is to:
  – administer the IAP
  – provide other evidentiary standard regulatory telematics solutions for government
  – serve as an independent national certification & audit organisation
Context for the IAP

▲ Australia / EU comparison - Area

7.7 million km²

4.4 million km²
Context for the IAP

▲ Australia / EU comparison - Principal road networks

22,500 km
National Network

98,500 km
Trans-European Network (TEN-T) roads
Context for the IAP

▲ Australia / EU comparison - Population

21 million
(2.7 people/km²)

495 million
(112 people/km²)
What is the freight challenge? (1)\

Australian road network is facing challenges that are increasingly in conflict including:

- a growing population, transport and freight task,
- constrained road budgets,
- pressure from the road transport industry to permit operation of larger and heavier vehicles to meet demand, and
- community expectations about the safety of the road network.
What is the freight challenge? (2) //

- 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
What is the IAP? //

▲ IAP is a national telematics platform that supports both regulatory and commercial business uses

▲ IAP provides an Australian nationally agreed:
  – Regulatory framework,
  – Functional and technical platform,
  – Operational environment,
  – Commercial setting,

for stakeholders (policy makers) to develop, implement and integrate Intelligent Transport Systems (ITS) applications

▲ IAP is the enabler
What is the IAP?

- The IAP is not a ‘one trick pony’
- IAP operational requirements are performance based (not ‘hard wired’), designed to foster innovation and facilitate integration with other Intelligent Transport Systems (ITS)
- Re-certification of new offerings
- The Australian Transport Council (ATC) has endorsed the IAP as the preferred national framework for vehicle GPS telematics monitoring in Australia
IAP ‘Access’ Overview

▲ IAP is a brand new approach to road ‘access’ management
▲ Uses the Global Navigational Satellite System (i.e. GPS) to monitor heavy vehicles’ compliance with access conditions
▲ Gives transport operators flexible access to Australian roads to suit their business and operational needs
▲ Increases regulators’ confidence heavy vehicles are complying with agreed access conditions
▲ Put simply, the IAP helps ensure the right vehicle is on the right road at the right time

▲ IAP the road forward //
IAP ‘Access’ Business Model //

IAP SERVICE PROVIDERS

CERTIFICATION & AUDITING

NON-COMPLIANCE REPORTS

IAP SERVICES

FEE FOR SERVICE

ROAD AUTHORITIES

IAP APPLICATION

TRANSPORT OPERATORS

COMPLIANT BEHAVIOUR

TCA
Four IAP Service Providers have achieved certification and are actively monitoring vehicles
- Transtech Driven
- Minorplanet Asia Pacific
- OmniStar
- Transport Compliance Services
IAP ‘Access’ Applications //

▲ Delivering ‘on the road’ the ‘third generation’ of access – VIC, NSW, QLD and now SA
IAP ‘Access’
Applications - Victoria

- IAP Applications being established in Victoria include route and hours compliance applications for:
  - Mobile Cranes
  - Concrete Pump Trucks
  - Higher Productivity Freight Vehicle (HPFV)
Sutherland Transport

▲ B-Double’s fitted with IAP
▲ In addition to ‘Access’ IAP is helping Sutherland Transport with fatigue and speed management
▲ A lower environmental footprint per tonne kilometre achieved
▲ 6% reduction in truck trips, saving around 30000 litres of fuel per annum
Tasmanian Government funds 635 contracts for school bus and route bus services provided by over 200 contractors

IAP is to be used as a contract management tool to ensure route and timetable compliance
FAQs & Important Facts

▲ Transport operators can continue to use their existing back office systems for commercial and fleet management purposes
▲ IAP equipment and systems can support the provision of ‘real time’ monitoring services
▲ The IAP ‘in-vehicle unit’ is of the right standard for government and industry
▲ IAP equipment and systems can be integrated with existing regulatory compliance systems, eg. NHVAS mass management record keeping systems
Productivity, safety & infrastructure benefits of IAP //

▲ Increased take-up of commercial fleet management telematics services
  – Improved management and coordination of the freight and logistics task
  – Better management of driver behaviour, vehicle speeds, engine performance and fuel consumption
▲ More effective use of existing road infrastructure
▲ Better management/safer use of vulnerable infrastructure (eg. ageing bridges)
TCA - preparing for the future … //

▲ Heavy vehicle on-board mass monitoring
▲ Trailer interoperability/monitoring
▲ ISO TC204 WG7 – new work item
▲ Fatigue management (EWD)
▲ Speed management
Conclusion

▲ IAP is enabling:
- improved productivity on the road
- 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
Thank you //

www.TCA.gov.au
www.IAP.gov.au