

Intelligent Access Program: Update on Heavy Vehicle Monitoring //

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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:
 - provide other evidentiary standard regulatory telematics solutions for government
 - serve as an independent national certification & audit organisation
 - administer the IAP
- ▲ New Zealand was an integral part of the IAP development

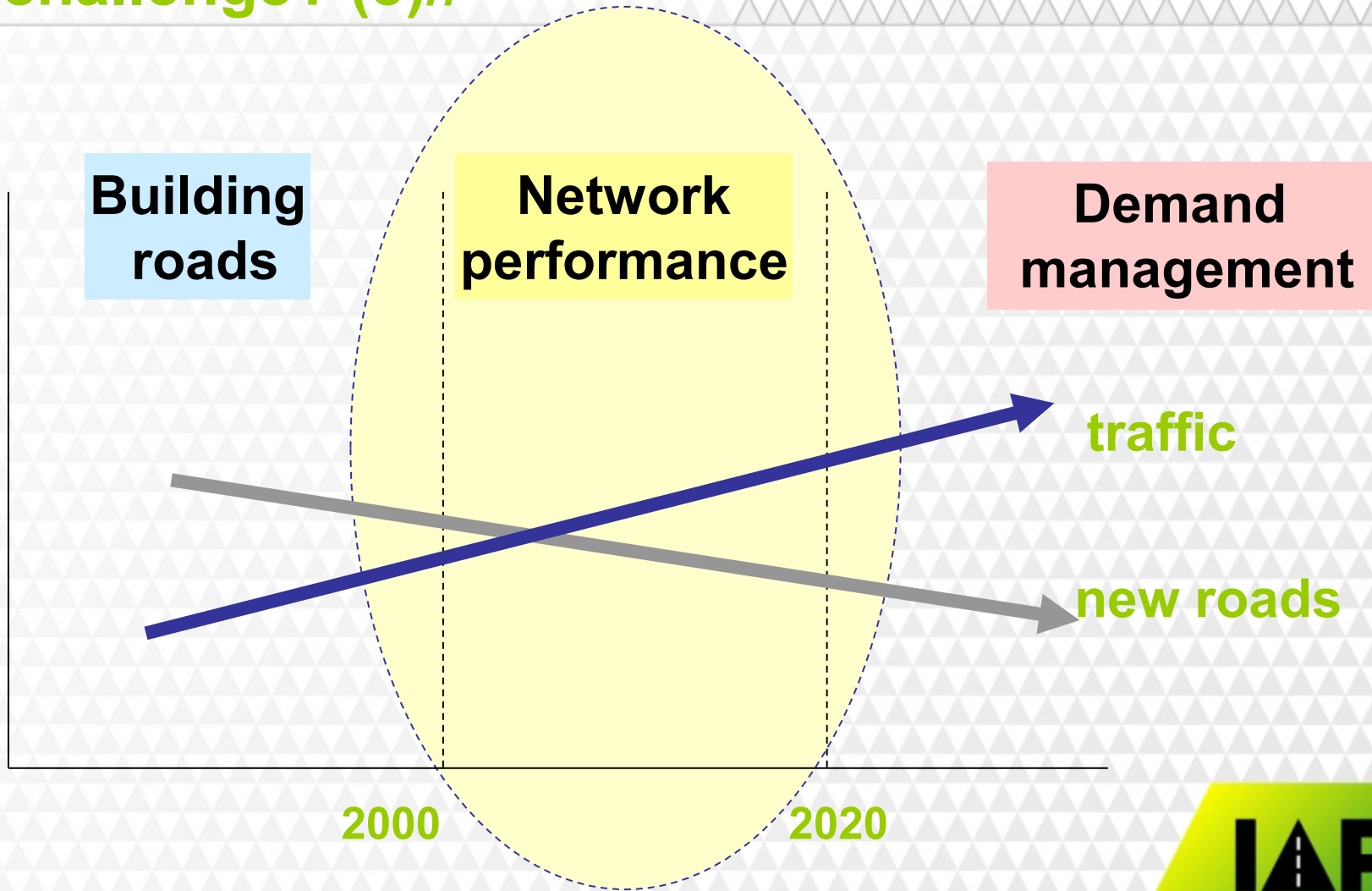
What is the freight challenge? (1) //

- ▲ 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)//

- ▲ 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

What is the freight challenge? (3) //



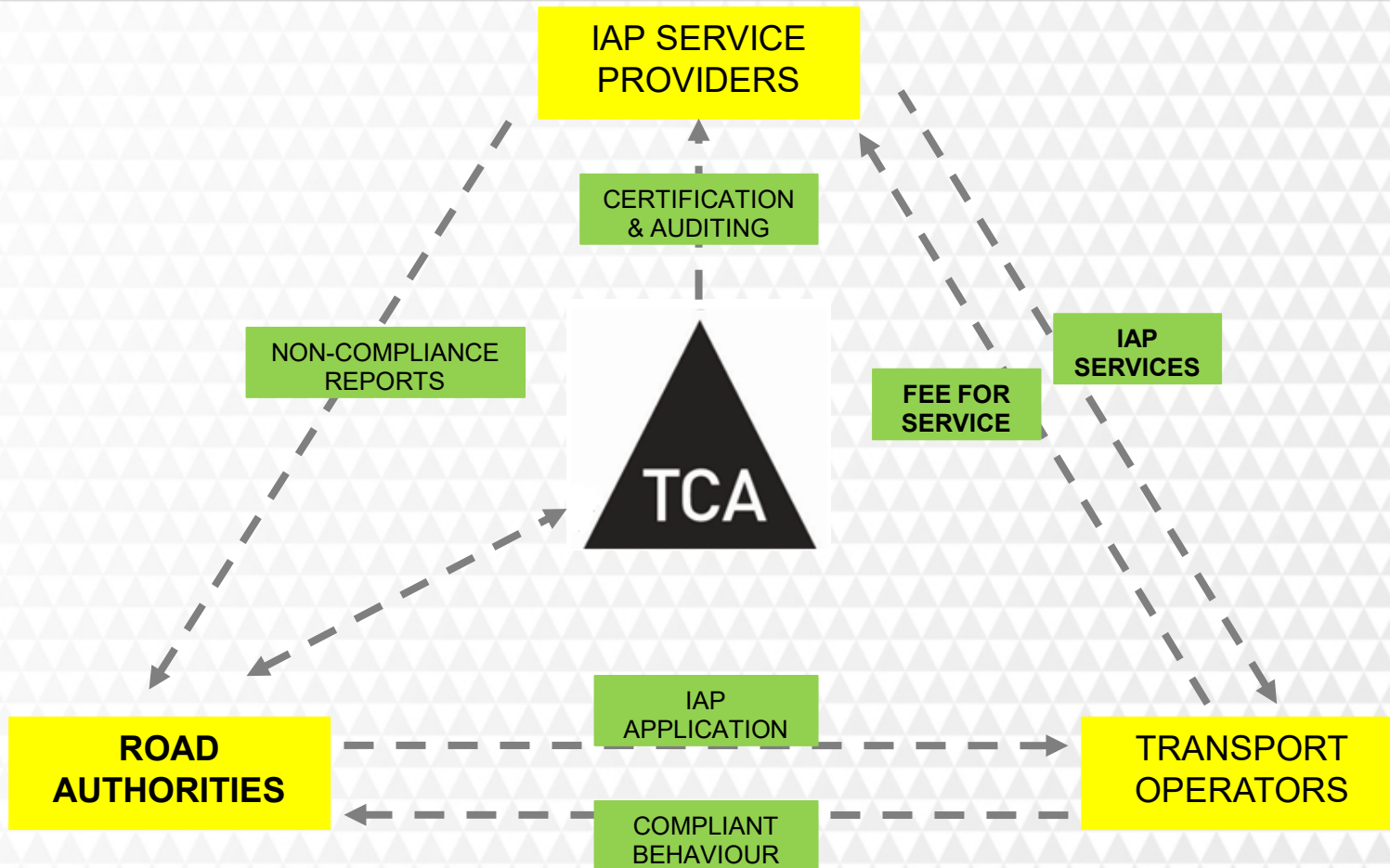
What is the IAP? //

- ▲ IAP is built on a national telematics platform that supports both regulatory and commercial business uses
- ▲ This telematics platform 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
- ▲ Telematics is the enabler of which IAP is the first use

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 'Access' Business Model //





OmniSTAR®



IAP 'Access' Applications //

- ▲ Delivering 'on the road' the 'third generation' of access – VIC, NSW, QLD and SA



IAP 'Access' Mobile Cranes in Victoria//

- ▲ IAP applies to mobile cranes in Victoria
- ▲ IAP is used to help protect vulnerable infrastructure assets, such as bridges and culverts, by providing assurance to the Road Authority that mobile cranes are using the right route



IAP 'Access' Higher Productivity Freight Vehicles//

- ▲ HPFVs can range from specialist rigid trucks, through to multi-combination articulated configurations
- ▲ High Productivity Freight Vehicles operate:
 - At the Port of Melbourne with B-doubles up to 30 metres in length travelling on key metropolitan freeways linking the Port of Melbourne with major industrial areas in the west and north of Melbourne
 - Within Port Botany in NSW to improve container movement productivity



Higher Mass Limits - 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



Performance Based Standards - BevChain

- ▲ Specially designed quad axle semi's fitted with IAP
- ▲ Increase of 14.6% tonnage gain per load or an additional four pallets for each trip
- ▲ Fewer journeys resulting in reduced emissions and less trucks on the road, while undertaking the same transport task



IAP 'Contract Management' Applications //

- ▲ 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//

- ▲ Telematics is an enabler
- ▲ IAP is its first certified and audited use:
 - 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

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