



Heavy Vehicle Management – The Intelligent Access Program

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TCA's Role



To deliver public outcomes

Government agencies and regulators are increasingly using telematics and related intelligent technologies to deliver public outcomes – across transport modes



TCA function

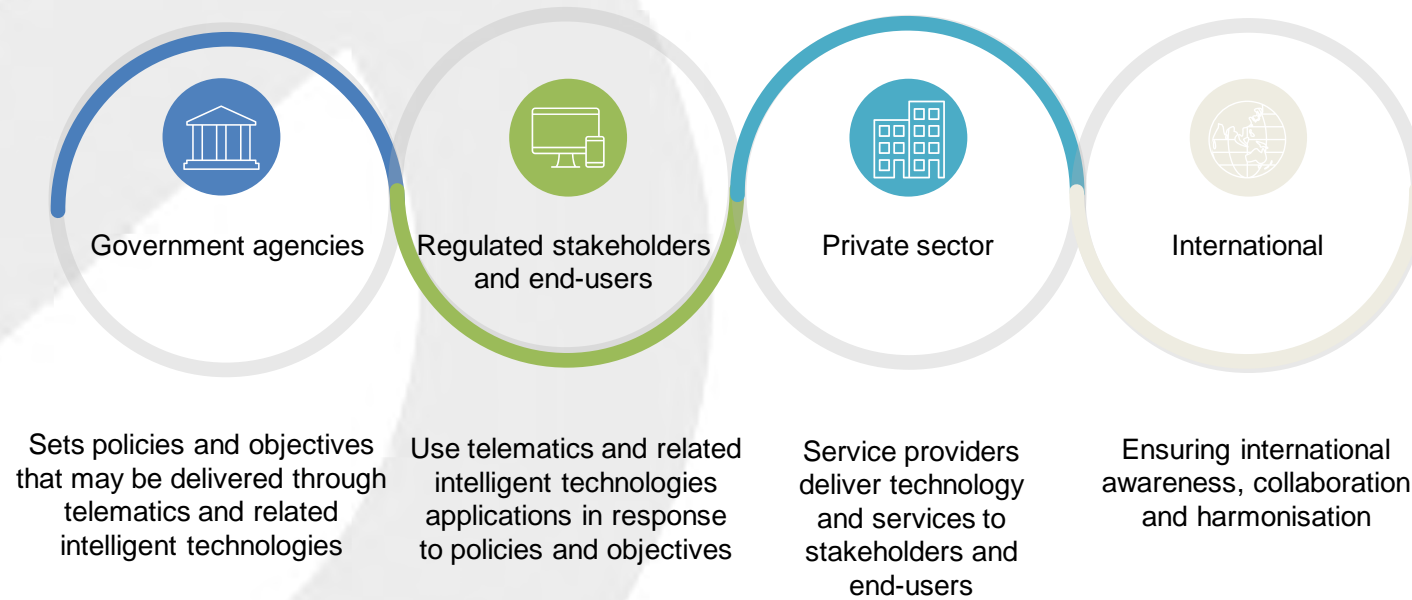
TCA delivers advice and administers programs, on behalf of Australian governments, that provide assurance

*Aligning with the Transport and Infrastructure Council key priority:
Embracing innovation and technology in transport and infrastructure*



Open Technology Market

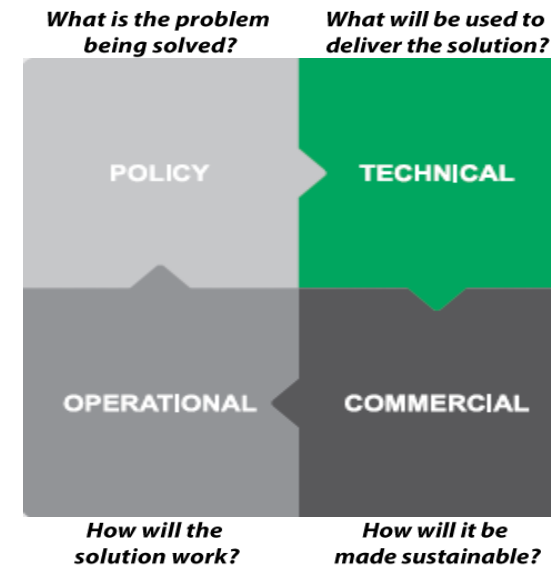
TCA's role ensures an open market approach to the delivery of public and private outcomes through the use of telematics and related intelligent technologies



TCA is a cross-cutting organisation

Australia's National Telematics Framework

- Developed between TCA and Australian Governments
- Performance-based and outcome driven
- Privacy by design
- Permits (encourages) the **co-existence of commercial and regulatory** applications
- Recognised as world's best practice, recognised as an ISO standard (ISO 15638)





Australian Road Freight Task



At a glance:

- Road freight task has grown six-fold 1971-2011 (with strong growth forecast to 2030)
- Freight carried per vehicle has doubled
 - articulated trucks responsible for 90% of the productivity gains
- Future freight productivity growth is likely to be more muted
 - without further improvements in network access



The Intelligent Access Program

A National Telematics Framework App



- The IAP provides road authorities with greater confidence that heavy vehicles are complying with the agreed road access conditions that make the road network safer, smarter and more productive
- The IAP uses GNSS to monitor heavy vehicles' road use, giving transport operators flexible access to the Australian road network to suit their specific business and operational needs



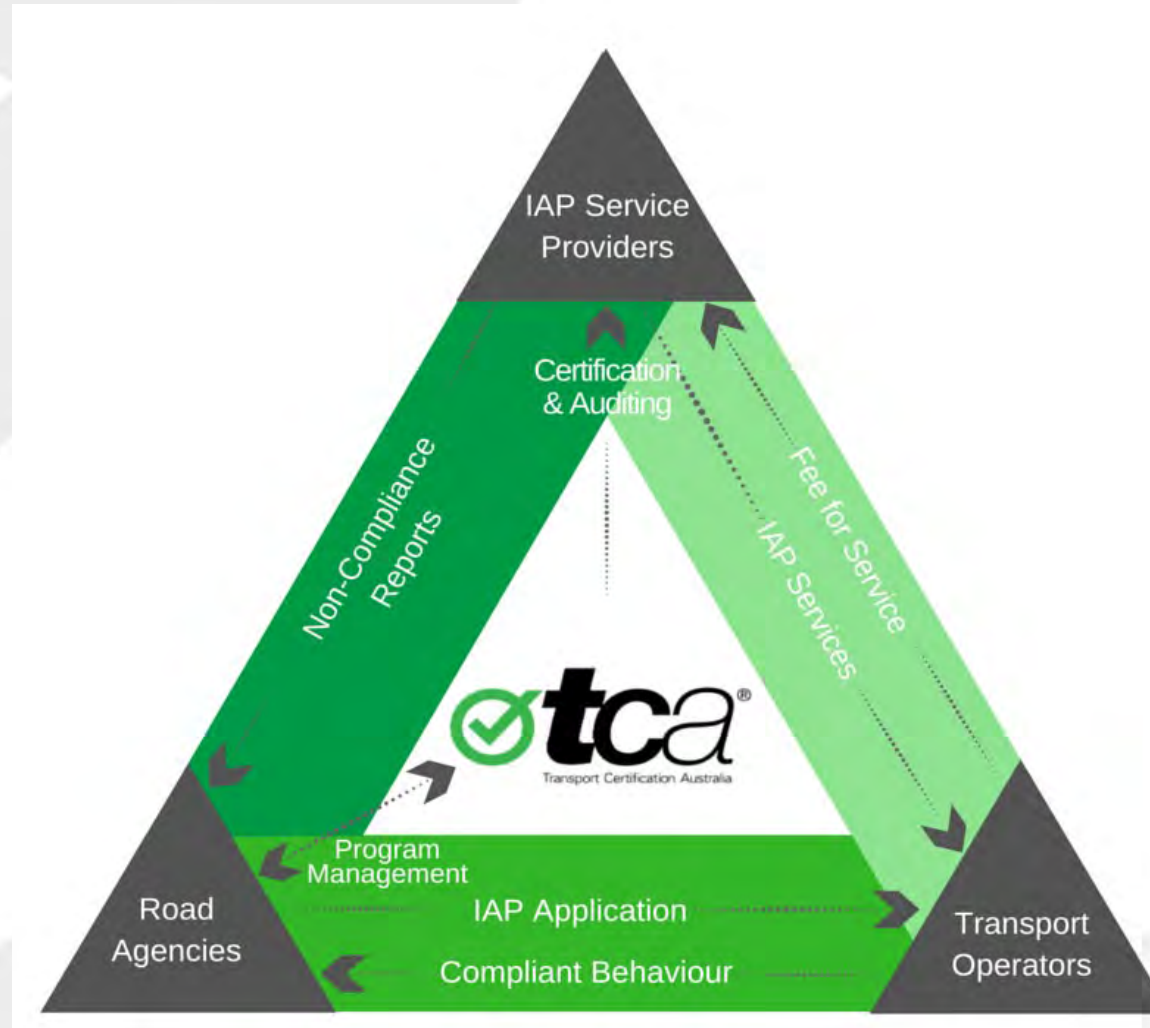
IAP – How does it work?

Transport Operators participating in the IAP engage a certified Service Provider to monitor their vehicles against IAP Conditions comprising:

- Spatial compliance
- Temporal compliance
- Speed compliance
- Self Declaration



The IAP model



IAP: TCA provides assurance

- We have developed and maintain a performance based functional and technical specification
- We certify service providers and type-approve hardware
- We 'regulate' providers of technology by ensuring technology and systems work as intended...
...and continue to work in service



IAP – An Open Technology Market

IAP SERVICE PROVIDERS



TELETRAC NAVMAN

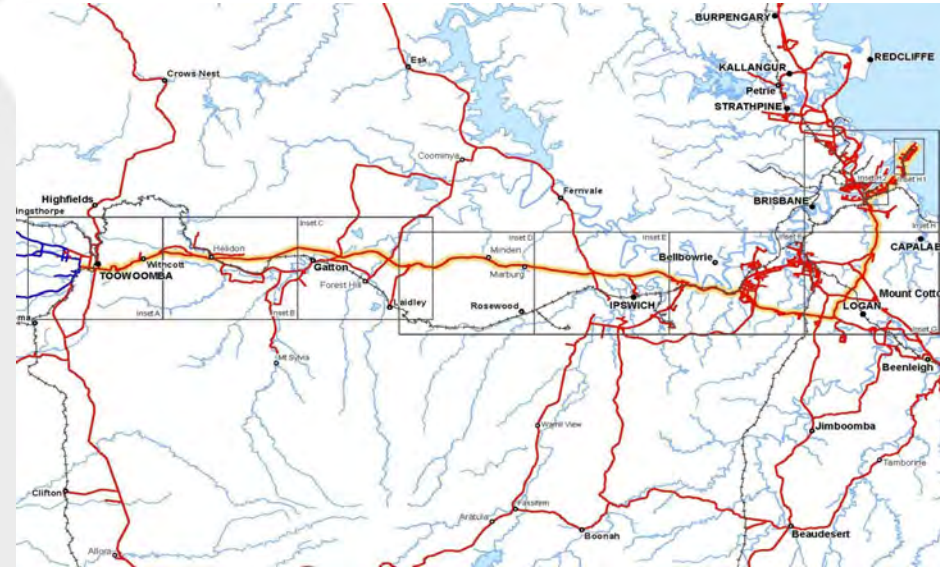


IAP – What road authorities see



IAP in action: A-doubles

- 160 km
Toowoomba to
Port of Brisbane
- Containerised
grain freight task
- 56 tonne payload
(37% increase)



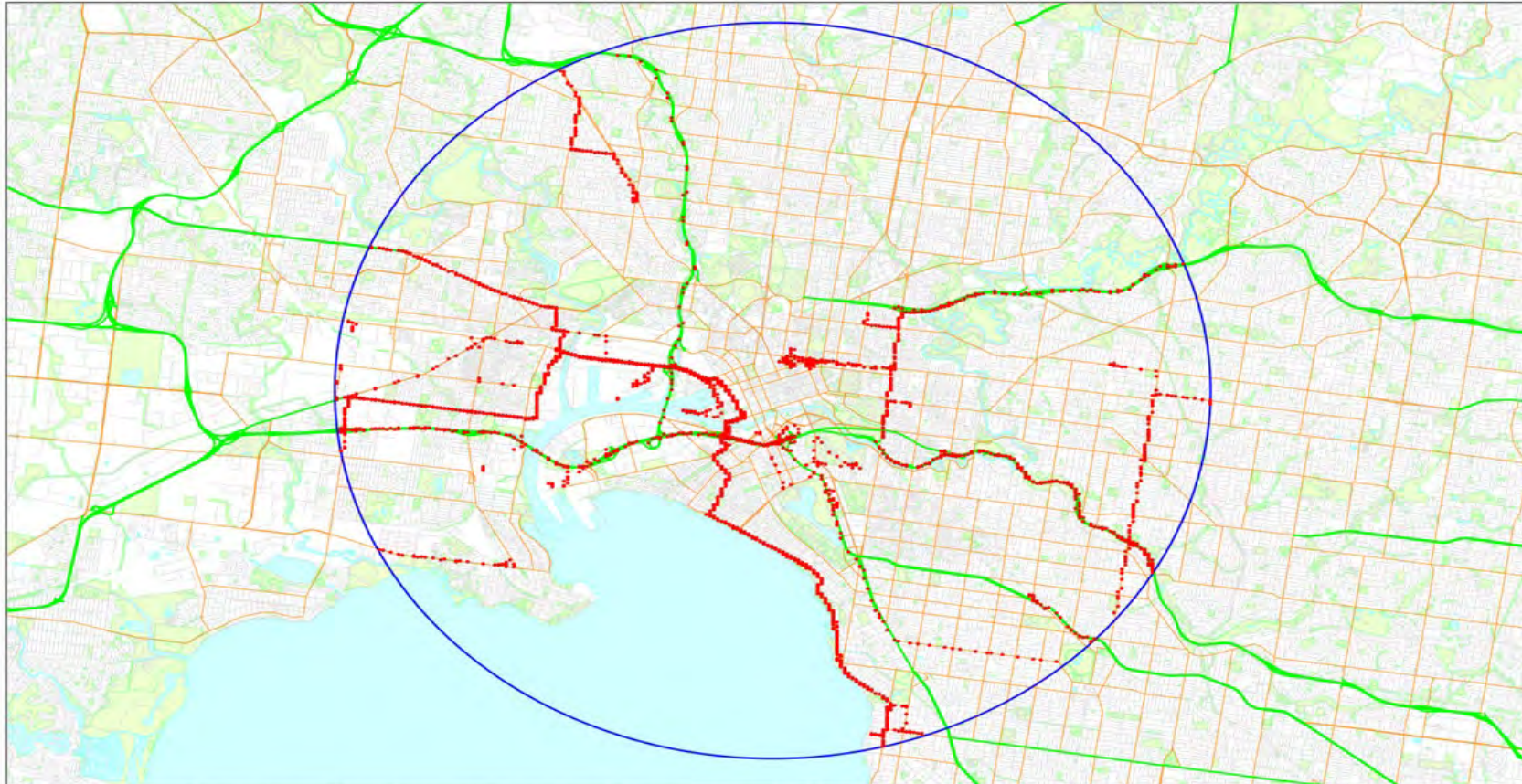
IAP in action: Super Quads

- 60m long Super Quad Road Trains in Western Australia, with a payload of 199 tonnes
- Using the IAP for route and speed management (a speed limit of 90km/h is applied)
- In-vehicle telematics is also being used to manage compliance with 'Headway' conditions (200m) and Overtaking restrictions (no overtaking)



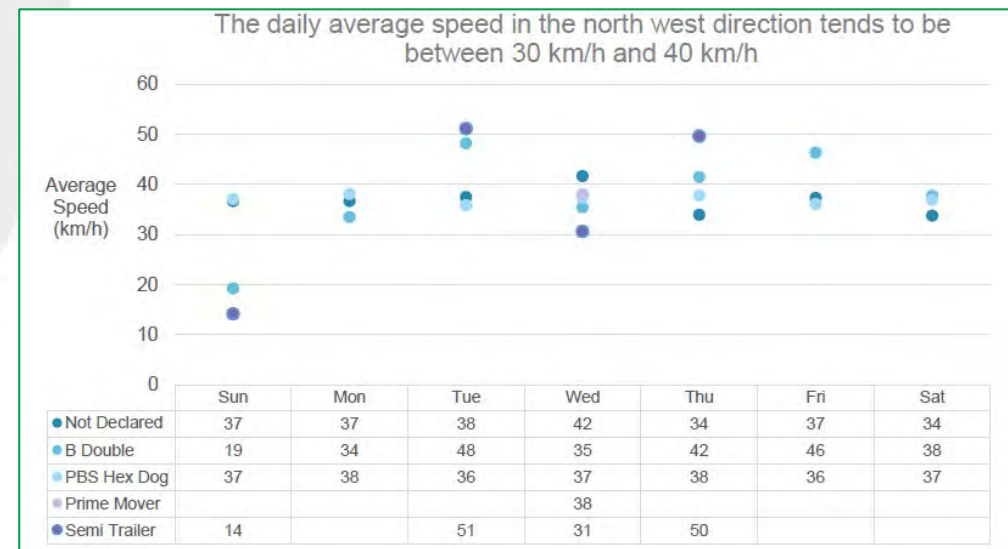
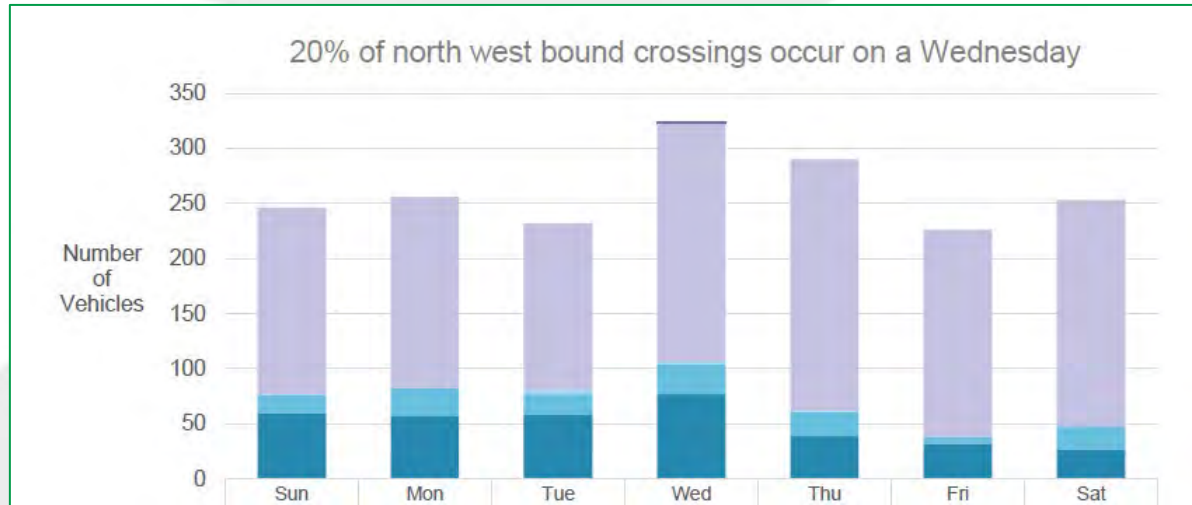
Road network usage using IAP

4 axle and 5 axle mobile crane movements within 10km of Melbourne CBD - February 2017



This report was prepared using Intelligent Access Program (IAP) information. It contains aggregated and de-identified IAP information. In the preparation of this report, TCA has not disclosed IAP information to any party which identifies any transport operator or vehicle enrolled in the IAP.

Road network usage using IAP



Location: Ron Camm Bridge, Mackay QLD

Find out more

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INTELLIGENT ACCESS PROGRAM



OVERVIEW OF THE IAP FUNCTIONAL AND TECHNICAL SPECIFICATION

