



**IAP the road forward //
Intelligent Access Program
Overview Guideline®**

Transport Certification
Australia

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IAP

Intelligent Access Program

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Intelligent Access Program

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1.0 Introduction //

1.1 Scope //

The Intelligent Access Program (IAP) is the 'third generation of access' to the Australian road network complementing General and Restricted Access with 'Intelligent' Access.

The IAP is a voluntary program which provides heavy vehicles with access, or improved access, to the Australian road network in return for monitoring of compliance with specific access conditions by vehicle telematics solutions.

This Overview Guideline provides a summary of the IAP for the majority of program participants. It will assist participants of the IAP in understanding the concepts involved, their particular role in the program in broad terms, and briefly explain the obligations of various participants and the processes involved in operating the IAP.

While the other IAP documents are not prescriptive documents, they do contain valuable information to assist participants in understanding and interpreting the IAP.

1.2 Transport Certification Australia Limited //

Transport Certification Australia Limited (TCA) was established on 15 August 2005 by its Members consisting of the road transport authorities of the State, Territory and Commonwealth governments.

TCA's purpose is to contribute to a better managed and utilised Australian road network.

TCA's function is to:

- Manage the Certification and Auditing Regime for the IAP;
- Certify, audit and cancel the certification of IAP Service Providers;
- Select and co-ordinate IAP Auditors;
- Be the focal point for the IAP;
- Undertake communication and disseminate information on the IAP;
- Monitor technological developments, and
- Liaise with government authorities and IAP Service Providers.

TCA administers the IAP and certifies IAP Service Providers, while the actual establishment and operation of IAP applications is managed by jurisdictions (road authorities).

1.3 Membership of Transport Certification Australia //

TCA is a public company limited by guarantee and established under the Corporations Act (Commonwealth.) The Company has eight Members, which comprise:

- Commonwealth Department of Transport and Regional Services;
- Department of Infrastructure, Energy and Resources Tasmania;
- Department of Main Roads Queensland;
- Department of Transport, Energy and Infrastructure Australia;
- Department of Territory and Municipal Services Australian Capital Territory;
- Main Roads Western Australia;
- Roads and Traffic Authority New South Wales, and
- Roads Corporation (VicRoads) Victoria.

(Northern Territory Government's Department of Planning and Infrastructure is expected to become a Member in due course).

1.4 Purpose of this Guideline //

This guideline was written to provide program participants with a brief explanation of the IAP. It assists participants in understanding their particular role in the program. This guideline briefly explains the obligations of the various participants and, in broad terms, describes the concepts, processes and tasks involved in operating the IAP.

Our aim in writing this guideline is to:

- promote a greater understanding of the IAP concept;
- explain the various obligations of participants within the program; and to
- explain operating model relationships and main procedures.

1.5 Layout of this Guideline //

This guideline is divided into three main parts - Introduction, Main Body, and Appendices.

1.5.1 Introduction

Section 1 – introduces the purpose and layout of this guideline, the IAP and TCA.

1.5.2 Main body

Section 2 – provides a broad overview of the IAP;

Section 3 – provides details of IAP participants;

Section 4 – explains the operating model and participant obligations;

Section 5 – provides information about document updates.

1.5.3 Appendices

Appendix A – provides a list of Acronyms and Abbreviations; and

Appendix B – provides a Glossary of Terms.

2.0 Understanding the Intelligent Access Program //

2.1 Existing vehicular access arrangements //

Most vehicles on Australia's roads operate with a right to access the entire road network (commonly known as general access), although some vehicles may be restricted from accessing particular signposted roads and bridges by virtue of their mass and dimensions. This could be said to be the *first generation of access to the road network*.

There also currently exists a Jurisdictional exemption system that allows a non-complying vehicle restricted access to particular roads or types of roads, subject to certain conditions (commonly known as restricted access). The exemption may apply as a one-off, for a given time period, or indefinitely.

This system operates by the issuing of schemes, permits, applications, notices, concessions, exemptions and gazettes (each State and Territory has different terminology). For the purposes of brevity, in this guideline we will refer to these collectively as 'schemes'.

A scheme may cover a class of vehicle, granting them exemption from specific requirements in the prescriptive laws. For example, exemption may be granted for the movement of mobile machinery and equipment or to allow access to other restricted vehicles. These schemes could be referred to as the *second generation of access to the road network*.

All of these schemes require compliance to conditions and some may also require compliance to accreditation schemes. For example, membership of the National Heavy Vehicle Accreditation Scheme for Mass Management requires the establishment and use of an accredited quality system to manage vehicular mass.

2.2 How the IAP affects existing arrangements //

The IAP is a voluntary program that Jurisdictions have implemented. It provides a *third generation of access to the road network, known as intelligent access*. Transport Operators (TOs) may negotiate with Jurisdictions to gain enhanced access to the road network and are granted approval in return for demonstrating compliance to specific operating conditions (IAP Conditions). These conditions are largely monitored using telematics services.

With these third generation schemes, Jurisdictions can better manage heavy vehicle access and at the same time have a greater degree of confidence of compliance than for first and second generation schemes.

It is important to note that the IAP is not of itself a scheme; rather it is a compliance tool.

These third generation schemes, which include an IAP compliance solution, are collectively referred to as IAP Applications for the purpose of this guideline.

2.3 IAP Applications //

Schemes which are also IAP Applications contain:

- existing sorts of conditions revolving around the utilisation of a heavy vehicle in Australia, such as licence, registration and driver age;
- additional conditions relating to route and possibly speed and time (IAP Conditions), which are then monitored by telematics services to ensure a vehicle is in compliance; and
- in some cases, additional IAP conditions such as Total Combination Mass, which are assessed against information self-declared by the TO and/or its nominated representative (e.g. the driver).

IAP Applications have a unique way of being approved and issued because of their nature, in particular the need for a third party service provider to collect and analyse the compliance data.

The scheme, as issued by the Jurisdiction, will also include a document called the Intelligent Access Condition (IAC).

The IAC grants permission for a specified heavy vehicle combination to operate under the specified set of IAP Conditions.

This set of IAP Conditions then exists in parallel with all the other conditions pertinent to that particular scheme such as driver age, licence and registration. The IAP Conditions are monitored for compliance via a telematics service or are self-declared, whereas the other conditions are monitored in the traditional way.

2.4 Compliance assessment //

Within the IAP, the participating heavy vehicle combinations are monitored using telematics services - an in-vehicle system that utilises sensors to monitor parameters of interest, such as position and time. This monitoring process makes it possible to ensure the vehicle is operating as it should, i.e. in compliance with the Jurisdictional conditions of access.

The monitoring technology employed for IAP purposes currently has other vehicle uses, such as fleet management and supply chain logistics, and may potentially have numerous future uses.

Additionally the TO/driver may self-declare information. At this stage the IAP is supporting three fields of self-declared information; Vehicle Type, Total Combination Mass and Comments (to explain a non compliant activity). The requirement for self-declaration will be specified in specific IAP Applications and the Jurisdiction will inform the TO of such a requirement via a Jurisdictionally supplied IAP Application guideline. Some self-declared information may be assessed for compliance against IAP conditions of access such as Total Combination Mass. This information may be self-declared via a back office connection between the TO and the IAP-SP or it may be as simple as a Personal Digital Assistant (PDA) type device in the cabin of the prime mover/rigid truck.

The IAP is a program that provides a degree of assurance and measurement of compliance with the conditions that Jurisdictions impose on a TO to operate under a particular IAP Application.

The 'degree of assurance' arises from the simple fact that TOs fully understand that non-compliant behaviour will be detected by the monitoring system and reported to the Jurisdiction. The 'measurement of compliance' arises from the fact that the monitoring system has the capability to quantify non-compliant behaviour.

2.5 IAP participants //

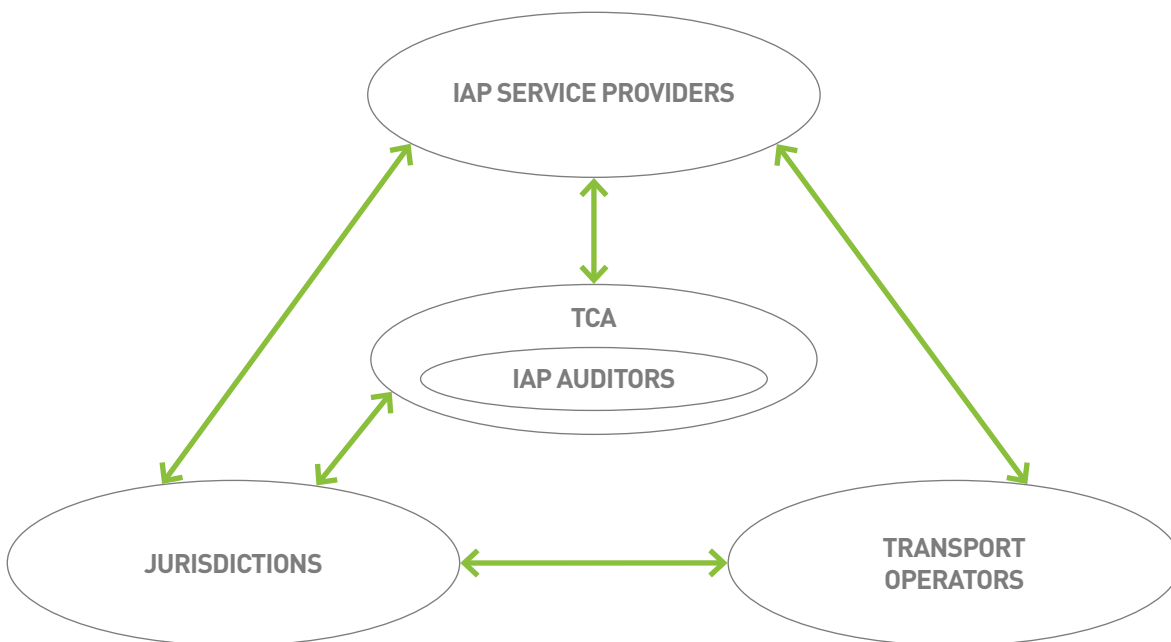
IAP participants include:

- Jurisdictions – Australian, State and Territory road or transport agencies that establish schemes, permits or applications with an IAP compliance solution;
- Transport Operators (TOs) – An operator of one or more heavy vehicles eligible to voluntarily enter a scheme, permit or application requiring an IAP compliance solution;

- IAP Service Providers (IAP-SPs) – Private sector monitoring companies that provide telematics services (i.e. hardware, software and associated processes) certified and audited by TCA;
- Transport Certification Australia Limited (TCA) – the body responsible for the certification and auditing of IAP-SPs and administering the IAP; and
- IAP Auditors – companies or individuals that audit IAP-SPs on behalf of TCA.

In Figure 1 'IAP Participants' we show where obligations exist between IAP participants.

Figure 1 //
IAP Participants



2.6 How the IAP operates //

Jurisdictions may develop and make available IAP applications (variously referred to as schemes, permits, applications, notices, concessions, exemptions or gazettes as per the individual Jurisdiction's current practice) which provide improved access to the road network and utilise the IAP as a compliance solution.

A TO may apply to be part of such an IAP Application, or, additionally, they may approach a Jurisdiction for a unique IAP Application which better suits their particular needs.

The Jurisdiction then examines both the proposed vehicle and the requested access to determine what effect, if any, the proposal may have on safety, infrastructure and the environment.

The Jurisdiction may then:

- approve the request by way of granting an IAP Application; OR
- should the proposal be unacceptable, deny access to the network under the proposed conditions.

In summary, the IAP operates as follows:

1. Heavy vehicles are fitted with an in-vehicle unit (IVU) to enable monitoring of a number of vehicle parameters, including vehicle identity, position, time and speed.
2. The TO applies to join a particular IAP Application through a Jurisdiction in order to gain improved access to the road network via exemptions. This IAP Application includes a set of IAP Conditions, designed by the Jurisdiction, with which the applying heavy vehicle combination must comply.
3. The IAP Conditions are specified in an IAC. The IAC also specifies the heavy vehicle combination to which the exemptions and conditions apply.
4. In return for the improved road access, the TO agrees to be monitored against the IAP Conditions contained in the IAC.
5. The TO engages an IAP-SP on a fee-for-service basis.
6. IAP-SPs provide the compliance monitoring services. Ideally, they combine these services with other services that they currently provide to a TO e.g. fleet management.
7. The IAP-SP notifies the jurisdiction in a Non-Compliance Report (NCR) whenever the TO is non-compliant with the IAP Conditions contained in the IAC.
8. TCA serves its members and the community by ensuring that IAP-SPs are certified and audited.

2.7 Benefits of the IAP //

One of the many benefits of the IAP is the ability to accurately monitor compliance providing a new set of opportunities for Jurisdictions and TOs to optimise business performance in terms of efficiency and safety. Ultimately, the IAP maximises the utilisation of the road network and also:

- improves road safety;
- promotes sustainable road infrastructure;
- reduces environmental effects;
- increases road transport industry efficiency and productivity;
- supports an increased range of Jurisdictional concessions to heavy transport operators;
- optimises road freight policy, including on-road enforcement activities;
- broadens the collaboration between Government and industry, fostering better co-operation;
- provides for safer, more productive and compliant heavy vehicle operation;
- reduces compliance costs through more efficient administration procedures;
- promotes the use of leading-edge innovation and technology;
- applies the advantages of Performance Based Standards (PBS);
- promotes overall growth of the Intelligent Transport Systems (ITS) and telematics industry; and
- improves public perception of heavy vehicle movement management.

2.8 National approach of the IAP //

The IAP uses telematics services that are nationally consistent, allowing a vehicle to have an IAP compliance solution anywhere in Australia. TOs must continue to deal with the appropriate issuing jurisdiction when applying to enter an IAP Application.

This national approach enables:

- IAP-SPs to position themselves to provide IAP services based on the current technical capabilities;
- Jurisdictions access to a compliance-monitoring tool to manage road network access; and
- the transport industry to seek improved access to the road network and, in return, demonstrate compliance to the conditions of that access via the IAP.

2.9 Model Road Transport Reform (Compliance and Enforcement) Bill //

The Model Road Transport Reform (Compliance & Enforcement) Bill, known as the C&E Bill, provides for a nationally consistent compliance and enforcement regime in respect of heavy vehicles. The Australian Transport Council (ATC) approved the C&E Bill in November 2003.

The feasibility assessment of the IAP concluded that the intent and objectives of the model C&E Bill must underpin the deployment of the IAP.

The IAP specific provisions have been developed as a Model Bill (Model Legislation – Intelligent Access Program, Regulation 2005).

Model Legislation is intended to be adapted for use by each Jurisdiction according to local requirements and local law. The IAP commences in each Jurisdiction when the Model Bill is passed by its respective parliament.

The key elements of the Model Bill include:

- powers for road transport authorities to issue IAP Conditions when granting concessions to transport operators;
- duties of TO, drivers and IAP-SPs – including process for certification of Applicants;
- privacy safeguards;
- auditing requirements;
- obligations to report certain types of breaches and any tampering with IAP equipment;
- provisions relating to non-compliance with IAP Conditions, including offences and defences; and
- provisions for ensuring data are of evidentiary standard.

2.10 IAP staging //

The IAP will be implemented in stages to allow applications to be delivered as soon as practical.

2.10.1 Commencement stage

The first stage remotely monitors heavy vehicles to ensure they are complying with their agreed IAP Conditions as set out in their IAC; ensuring that they operate how, where and when they should.

The first stage effectively establishes the framework to govern the certification and auditing of IAP-SPs without exposing the telematics industry to additional risks associated with developing specialised compliance monitoring parameters and enhanced systems. Furthermore, it ensures a risk-managed approach to implementation by governments.

In addition to prime mover/rigid vehicle and trailer identification (if applicable) the parameters monitored by IAP are as follows:

- vehicle position (spatial compliance);
- vehicle time (temporal compliance); and
- vehicle speed.

Spatial or route compliance can be used to instigate IAP Applications in which a specific road section and/or network zone can be included/excluded from access by a particular vehicle.

Temporal compliance provides many opportunities to better utilise the existing road network. This provides heavy vehicles access to defined routes for defined times of day, and can permit the optimisation of vehicle usage with availability.

The use of vehicle speed in an IAP Application is associated with specific parts of the IAP Conditions. It is not intended to be a replacement to existing speed compliance systems. For each particular heavy vehicle, only one speed compliance indicator can be used due to technical limitations of the IVU and electronic maps which do not permit vehicle compliance with differing speed zone limits.

Additionally TO/driver self-declared information will be collected which may be used for compliance assessment purposes e.g. Vehicle Type, Total Combination Mass and Comments.

2.10.2 Future stages

Future IAP stages will enable additional IAP parameters to be monitored. This, along with more advanced IAP management systems, will allow more productive IAP Applications to be provided.

3.0 IAP participants, their roles and authorities //

In this section, we provide further details about IAP participants and explain their roles in the overall program.

3.1 Authorities of IAP participants //

In Table 1 we have listed all the participants in the IAP, identified their roles and outlined each participant's basic authority to take part in the dealings described in the guidelines.

Table 1 //
IAP Participants and their Obligations and Authorities

Participant	Description	Authority
Transport Certification Australia Limited (TCA)	The purpose of TCA is to serve its members and the community by ensuring that IAP SPs are certified and audited, and to administer the IAP	Head-of-Power established by Australian Governments, and under Corporation law Certification and Auditing Regime, flowing from contract with IAP-SP National Transport Commission (Model Legislation - Intelligent Access Program) Regulations 2005, as locally enacted
Jurisdictions	Road and transport agencies establishing schemes with an IAP compliance solution	Existing Jurisdictional transport law National Transport Commission (Model Legislation - Intelligent Access Program) Regulations 2005, as locally enacted
IAP Service Provider (IAP-SP)	The provider of IAP services (i.e. hardware, software and associated processes) certified by TCA	TCA/IAP-SP Certification Agreement National Transport Commission (Model Legislation - Intelligent Access Program) Regulations 2005, as locally enacted
IAP Auditors	The Third-Party expert engaged by TCA to audit IAP-SPs	Contract with TCA Certification and Auditing Regime National Transport Commission (Model Legislation - Intelligent Access Program) Regulations 2005, as locally enacted
Transport Operator (TO)	The operator of one or more vehicles eligible to enter schemes with an IAP compliance solution	Existing Jurisdictional transport law IAP-SP/Transport Operator Agreement National Transport Commission (Model Legislation - Intelligent Access Program) Regulations 2005, as locally enacted

3.2 Transport Certification Australia Limited //

The purpose of Transport Certification Australia Limited (TCA) is to serve its members and the community by ensuring IAP-SPs are certified and audited. To achieve this purpose TCA will:

- manage the certification and auditing regime for the IAP;
- certify, audit and cancel the certification of IAP-SPs;
- select and coordinate IAP Auditors;
- be a focal point for the IAP;
- undertake communication and disseminate information in the IAP;
- monitor technological developments; and
- liaise with government authorities and IAP-SPs.

3.3 Jurisdictions //

Jurisdictions are the road and transport authorities and agencies that establish schemes with an IAP compliance solution. Whilst each Jurisdiction has their own IAP Applications, they have agreed to be consistent in the national administrative elements of the IAP.

Jurisdictions shall provide the systems and processes to operate the IAP, including:

- establish IAP Applications and issue IACs to TOs;
- provide IAP-SPs with the necessary information to adequately monitor TO heavy vehicle combinations operating under the IAP Application, including access conditions;
- administer IAC procedures throughout their life and as they become non-operational;
- receive an NCR from an IAP-SP that provides details of a TO's vehicle non-compliant activity; and
- assist TCA in their capacity as member organisations in delivering the Certification and Audit regime.

3.4 IAP Service Providers //

IAP Service Providers (IAP-SPs) are the private sector monitoring companies that provide telematics services (i.e. hardware, software and associated processes). An Applicant which meets the necessary technical, financial and probity/prudential requirements of IAP is certified and permitted to provide IAP services to TOs.

IAP-SPs need not exist solely for the purpose of providing IAP services. It is more likely that they will be providing commercial telematics services to other parties as well.

Any Applicant seeking to become an IAP-SP must:

- apply to TCA for certification as an IAP-SP;
- satisfy TCA that it meets the certification requirements abovementioned;
- pay certification fees to TCA, and
- enter the TCA/IAP-SP Certification Agreement with TCA.

An IAP-SP must:

- with TCA and the Jurisdictions, promote IAP to TOs and secure customer TOs for the IAP services for which it is certified, then enter IAP-SP/Transport Operator Agreements with those customer TOs;
- collect, store and forward data regarding movements of its customer TOs' vehicles in accordance with its TCA/IAP-SP Certification Agreement and its IAP-SP/Transport Operator Agreements, including:
 - adherence to the IAP Functional & Technical Specifications, and
 - meeting the strict Privacy requirements of IAP;
- receive and action any IACs;
- notify the relevant Jurisdiction, using an NCR, of any non-compliant activity by a TO's vehicle,
- meet the ongoing certification, compliance and auditing requirements of IAP and TCA, including payment of operating fees and, where applicable, any re-certification fees.

3.5 IAP Auditors //

IAP Auditors are appointed by TCA to conduct audits of Applicants and IAP-SPs. The role of an IAP Auditor is to report the findings of these audits to TCA and make recommendations, or provide advice on required actions, as appropriate.

3.6 Transport Operators //

A TO is an operator of one or more vehicles who may be eligible to enter a scheme requiring an IAP compliance solution.

In applying to enter an IAP Application a TO must use the approved method as specified by a Jurisdiction. The information which must be gathered and submitted includes:

- details of the IAP Conditions;
- registered TO's name and contact details;
- vehicle and trailer (if applicable) details; and
- details of the nominated IAP-SP and IVU equipment installation.

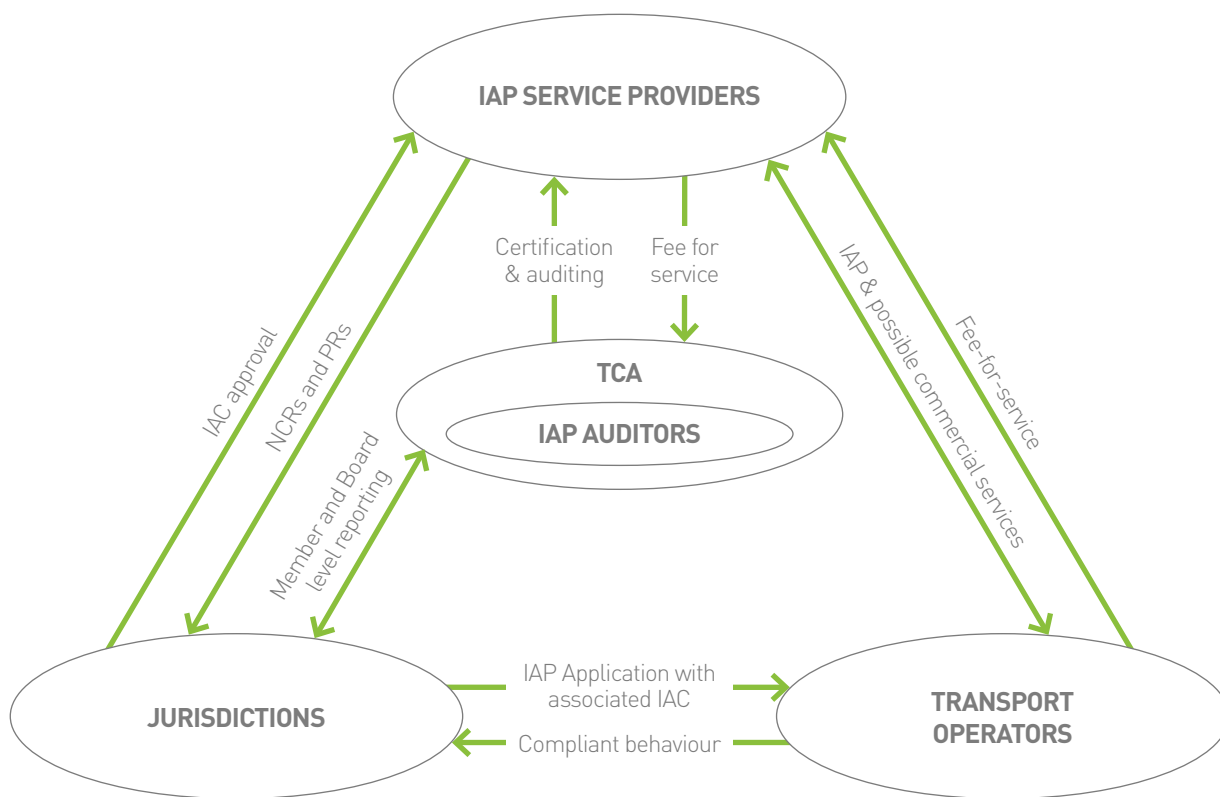
To obtain and maintain eligibility to participate in an IAP Application, a TO must:

- enter into a IAP-SP/Transport Operator Agreement with their chosen IAP-SP and maintain a valid contract for service;
- ensure that there is no conflict of interest with the IAP-SP;
- not permit tampering of an IVU and report instances of tampering or malfunction to the jurisdiction;
- ensure that their driver(s) are aware that their vehicle is being monitored, for the purposes of the IAP;
- instruct their drivers to immediately notify the TO of any malfunction of the IVU;
- notify the Jurisdiction, within a prescribed time as set by the Jurisdiction, of any cessation or modification of their operations that may have an effect on their eligibility to enter an IAP Application; and
- comply with the IAP Conditions.

4.0 Operating model obligations //

In Figure 2 'The IAP Operating Model' we outline the obligations which exist between all participants in the IAP.

Figure 2 //
The IAP Operating Model



4.1 Obligations between Jurisdictions and TCA //

4.1.1 Jurisdictions to TCA

Jurisdictions are obliged to:

- operate national elements of the IAP in the prescribed manner;
- issue IACs in the prescribed format and manner;
- collect, maintain and report data on Jurisdictional dealings with IAP-SPs (i.e. performance indicators for such things as the timeliness of NCRs);
- respond to issues raised by TCA;
- work with TCA to resolve generic IAP issues between Jurisdictions; and
- assist TCA in their capacity as Member organisations in delivering the Certification and Auditing Regime.

4.1.2 TCA to Jurisdictions

TCA is obliged to:

- provide reporting to the Jurisdictions in their capacity as TCA Members;
- manage the Certification and Auditing Regime;
- provide IAP-SP change notification, i.e. certified or certification cancelled;
- manage the issuing of spatial data, i.e. Intelligent Access Map (IAM) (this obligation includes the issuing of spatial data to IAP-SPs);
- be the focal point for the IAP, communicating and disseminating information about the IAP;
- resolve generic IAP issues; and
- monitor and advise on technological advancements.

4.2 Obligations between TCA and IAP Auditors //

4.2.1 TCA to IAP Auditors

TCA is obliged to:

- engage and instruct IAP auditors with respect to the Certification and Auditing Regime;
- determine the suitability, training and experience of the IAP Auditor; and
- provide IAP Auditors with relevant documentation for audit purposes.

4.2.2 IAP Auditors to TCA

IAP Auditors are obliged to:

- report IAP audit findings to TCA.

4.3 Obligations between TCA and Applicants and IAP-SPs //

4.3.1 TCA to Applicants and IAP-SPs

TCA is obliged to:

- determine whether or not the Applicant has met the conditions necessary for certification;
- ensure the ongoing auditing of IAP-SPs;
- adhere to TCA responsibilities under the TCA/ IAP-SP Certification Agreement;
- cancel certification of an IAP-SP;
- re-certify an IAP-SP;
- manage the issuing of spatial data ie IAM; and
- resolve generic IAP issues with IAP-SPs.

4.3.2 Applicants and IAP-SPs to TCA

Applicants and IAP-SPs are obliged to:

- provide necessary information to permit assessment of certification application;
- provide the IAP service within the requirements of the TCA/ IAP-SP Certification Agreement ;
- pay the certification, operational fees, and any re-certification and non-compliant activity audit fee to TCA;
- notify TCA of any circumstances or planned changes to IAP hardware, software or system or process associated with or impacting the provision of the IAP Service. The IAP-SP must notify in writing TCA of any proposed changes and the change must be approved by TCA, through re-certification prior to its implementation; and
- notify TCA of any issues impacting certification.

4.4 Obligations between Jurisdictions and TOs //

4.4.1 Jurisdictions to TOs

Jurisdictions are obliged to:

- administer all procedures associated with a TO Entering, Operating or Exiting an IAP Application.

4.4.2 TOs to Jurisdictions

TOs are obliged to:

- abide by all procedures associated with Entering, Operating or Exiting an IAP Application; and
- maintain compliant behaviour.

4.5 Obligations between Jurisdictions and IAP-SPs //

4.5.1 Jurisdictions to IAP-SPs

Jurisdictions are obliged to:

- provide the IAP-SPs with the necessary information to adequately identify and monitor heavy vehicle combinations operating under the IAP, including conditions of access via an IAC; and

- provide the necessary systems to issue and receive reports from IAP-SPs in a consistent manner,.

4.5.2 IAP-SPs to the Jurisdictions

IAP-SPs are obliged to:

- monitor the required parameters as per the IAC;
- assess collected information against the IAP Conditions for compliance;
- provide Jurisdictions with NCRs in the prescribed format and manner;
- provide Jurisdictions with Participants Reports (PRs);
- notify Jurisdictions of individual IAC issues; and
- provide the necessary systems to issue and receive reports from Jurisdictions in a consistent manner.

4.6 Obligations between IAP-SPs and TOs //

4.6.1 IAP-SPs to TOs

IAP-SPs are obliged to:

- install, maintain and operate IVUs;
- operate in accordance with TCA/ IAP-SP Certification Agreement and IAP-SP/Transport Operator Agreement;
- monitor the required parameters as specified by the IAC;
- assess collected information against the IAP Conditions for compliance; and
- issue NCRs and PRs and any other reports as necessary.

4.6.2 TOs to the IAP-SPs

TOs are obliged to:

- provide interim-approved IAC to the IAP-SP;
- operate in accordance with the IAP-SP/Transport Operator Agreement; and
- pay fees for service to IAP-SP.

5.0 Reviewing and/or amending this guideline //

5.1 Document control //

Document control is undertaken by TCA.

The guidelines are living documents which reflect progress in science, technology and systems.

To maintain their currency, all guidelines are periodically reviewed and new editions are published. The most current versions can be found at www.tca.gov.au.

TCA welcome any suggestions for improvements in their guidelines, and encourage readers to notify us of any apparent inaccuracies or ambiguities.

5.2 Contact TCA //

Contact TCA via email at tca@tca.gov.au or write to:

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Appendix 1 //

Acronyms and abbreviations

Acronym/Abbreviation	Meaning
ATC	Australian Transport Council
C&E	Compliance & Enforcement
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
IAC	Intelligent Access Condition
IAM	Intelligent Access Map
IAP	Intelligent Access Program
IAP-SP	Intelligent Access Program Service Provider
ITS	Intelligent Transport System
IVU	In-Vehicle Unit
NCR	Non-Compliance Report
PBS	Performance Based Standards
PR	Participants Report
TCA	Transport Certification Australia Limited
TO	Transport Operator

Appendix 2 //

Glossary of terms

Term	Meaning
Applicant	A party which has applied for certification as an IAP-SP.
Certification	The formal confirmation that an Applicant has satisfied all the requirements for appointment as an IAP-SP.
Certification and Auditing Regime	The documents, practices and procedures comprising the certification and auditing requirements for IAP-SPs.
Compliance & Enforcement (C&E) Bill	The national road transport reform law which, with the Model IAP Legislation, supports the introduction of the IAP.
IAP Audit	Review of a party's capacity to meet, or continue to meet, the initial and ongoing certification requirements set by TCA for IAP-SPs.
IAP Auditor	A party appointed by TCA to conduct reviews of applications for certification as an IAP-SP and ongoing post-certification reviews.
IAP Conditions	The conditions determined by the issuing Jurisdiction which must be complied with, by the vehicle, in return for the access granted by the IAP Application.
IAP Functional & Technical Specification	The specification defining the functional and technical requirements which a party applying for certification as an IAP-SP must satisfy with respect to its hardware, software and systems.
IAP Service Provider (IAP-SP)	A party which is certified by TCA as suitable to provide IAP Services.
IAP Vehicle	A vehicle operating under an IAC.
Intelligent Access Condition (IAC)	The document (paper or electronic) by which a specified TO, and its vehicle combination, are granted access to road networks by a Jurisdiction under a particular IAP Application, on condition that its vehicle complies with certain conditions (IAP Conditions) which are referenced in the IAC.
Intelligent Access Map (IAM)	A map, in electronic form, issued, by TCA as the reference against which compliance with the Spatial Conditions of an IAC is assessed.
Intelligent Access Program (IAP)	The IAP is a voluntary program which provides to the operators of heavy vehicles, access, or improved access, to the Australian road network in return for the monitoring of their compliance with specific access conditions by vehicle telematics solutions.
IAP Application	The generic term for road access schemes, permits, concessions, exemptions, gazettals or notices which include an IAP compliance solution.
Interim IAC	The document issued by the Jurisdiction which indicates its intention to grant the IAC contingent on the TO engaging an IAP-SP to provide IAP Services.
In-Vehicle Unit (IVU)	The telematics unit installed, operated and maintained by the IAP-SP which monitors parameters.

Term	Meaning
Jurisdiction	A Road Authority of one of the States, Territories or the Commonwealth of Australia as cited in the TCA/IAP-SP Certification Agreement.
Non-Compliance Report (NCR)	A report forwarded to a Jurisdiction by an IAP-SP in respect to a non-compliance with applicable IAC(s), or suspected tampering with the system.
Parameter	A feature of vehicular movement being monitored as part of an IAC. There are three parameters which are currently monitored: position, time and speed.
Participants Report (PR)	A report forwarded to a Jurisdiction by an IAP-SP in respect of a specified period, aggregating the number of NCRs for each individual participating vehicle.
Scheme	The generic term used to define the approval arrangement and documentation utilised by Jurisdictions for granting vehicles access to particular roads or types of roads subject to certain conditions. Each Jurisdiction uses their own terminology including, but not limited to, permit, application, scheme, notice, concession, exemption, gazette or notice.
Spatial condition	A condition specified in the IAP Conditions within an IAC which describes a vehicle's route or zone access.
Tamper	Conduct towards any Intelligent Access System (including without limitation, the IVU) which is intended to prevent the system from functioning correctly.
TCA/IAP-SP Certification Agreement	The written agreement made between TCA and an IAP-SP which recognises the fact that the IAP-SP, having satisfied TCA's requirements for appointment as an IAP-SP, is appointed in that capacity, and sets out the legal obligations of each of the IAP-SP and TCA with respect to the ongoing role of the IAP-SP as an IAP Service Provider.
IAP-SP/Transport Operator Agreement	A written agreement between a TO and its chosen IAP-SP which sets out the terms on which the IAP-SP shall provide IAP Services to the TO.
Transport Operator (TO)	An operator of one or more heavy vehicles eligible to enter an IAP Application.

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