The Intelligent Access Program (IAP) fact sheet

What is the Intelligent Access Program (IAP)?

The IAP gives heavy vehicles improved access to the Australian road network. The IAP monitors heavy vehicle compliance with access conditions such as what roads they can travel on and when they can travel.

This is done by installing vehicle telematics to participating vehicles which include a combination of global positioning systems, in-vehicle sensors and transmitters, and communications technology.

The Department of Main Roads (DMR) and Queensland Transport (QT) are working together to bring the IAP to Queensland.

What benefits does the IAP offer?

The IAP offers many benefits including:
- increased road transport industry efficiency and productivity
- improved road safety in Queensland
- better preservation of the road network
- improved public perception of heavy vehicle movement and safety.

Who needs the IAP?

Transport operators who want to use the Higher Mass Limit (HML) network in Queensland.

Who is a transport operator?

A transport operator is responsible for controlling or directing the operations of the vehicle and does not necessarily mean they:
- own or drive the vehicle
- maintain or arrange for the maintenance of the vehicle
- arrange for the registration of the vehicle.

How does a transport operator join the IAP?

Once the IAP is operational in Queensland, there are seven steps to be involved with the IAP:

Step 1: Identifying the road access required — the road access available in Queensland is for the Higher Mass Limit (HML) network.

Step 2: Enrolling for the IAP — enrolments for the IAP are done online via the internet.

Step 3: Issuing an Interim Intelligent Access Condition (IAC) — an Interim IAC indicates that an IAP agreement can be sought.

Step 4: Selecting an IAP Service Provider — after receiving the Interim IAC, choose and engage an IAP Service Provider. See www.iap.gov.au for a list of IAP Service Providers.

Step 5: Installing the IAP equipment — the IAP Service Provider checks details are current on the Interim IAC provided by the transport operator. If satisfied with the details in the Interim IAC, the IAP Service Provider installs the required monitoring equipment in the vehicle. Once the IAP equipment is in correct working order and the details of the IAP equipment installed are recorded, the information is submitted to DMR by the IAP Service Provider.

Step 6: Completing the IAP Certificate — the IAP Service Provider provides information to DMR to finalise the enrolment and issue the IAP Certificate (which incorporates the IAC form).

Step 7: Commencing monitoring and informing drivers — the IAP Service Provider begins monitoring the IAP vehicle on the start date specified in the IAP Certificate. Drivers must be informed beforehand if the vehicle they are required to drive is monitored under the IAP. Operators can include this in the drivers contract or a form can be placed in the vehicle (a template is available at www.iap.gov.au).

Transport Certification Australia (TCA) produced the *Transport Operator and Driver Guideline* which has further information about IAP and how to get started in the program. You can download this publication from www.iap.gov.au.

Who are IAP Service Providers?
IAP Service Providers are certified by TCA to provide monitoring of specified access conditions.

The monitoring provided by the IAP Service Provider enables transport operators to demonstrate their compliance with specified access conditions.

Further information can be found at www.iap.gov.au.

What does it cost?
Costs of the IAP can be negotiated in a fee-for-service arrangement with the chosen IAP Service Provider.

Will the Queensland Government be able to monitor all the movements of a vehicle?
No. The IAP Service Provider will only report activity that does not comply with a vehicle's access conditions. These reports are sent to QT for assessment.

Will the IAP mean there is no need for other heavy vehicle and driver compliance enforcement activity?
No. QT and the Queensland Police Service will continue to enforce all aspects of road transport law in Queensland.

Is the IAP needed to carry heavy loads in other states?
Yes. The transport operator will need to ensure that they arrange an IAP Certificate for each jurisdiction (where the IAP is operational) that the vehicle needs to travel through.

Can the same IAP Service Provider be used across jurisdictions?
The same IAP Service Provider can be used in all states and territories that have introduced the IAP.

Which states and territories have introduced the IAP?
For details about the states and territories which have introduced the IAP visit www.iap.gov.au.

When will the IAP become available?
TCA has begun the process of certifying applicant IAP Service Providers. The first IAP Service Provider has been listed on the TCA website and others will be added when available.

It is recommended that transport operators take a cautious approach to any rumours, speculation or marketing claims made by companies' currently providing telematics services.

Intelligent Transport Systems
What is the approved Intelligent Transport System?
The Intelligent Transport System (ITS) is able to monitor and report information about a heavy vehicle (such as its equipment or load) and includes the in-vehicle unit (IVU) and the self-declaration input device (SDID).

What is an IVU?
The in-vehicle unit (IVU) is a telematics device that monitors and stores both GPS and vehicle data, and transmits that data to the IAP Service Provider.

What data will the IVU monitor for the IAP?
The IVU will monitor:
- vehicle position
- vehicle direction of travel
- the quality of GPS data received
- alarms that indicate potential malfunctions or attempts at tampering
- the date and time that the above data is recorded.

What is the self-declaration input device (SDID)?
A SDID allows the transport operator or driver to self-declare information that may explain any apparent non-compliant behaviour (for example, a legitimate reason for a vehicle operating under the IAP to deviate from its specified route).

Drivers must not use the device while they are driving.

What information should be declared?
Three types of information can be declared:
- vehicle configuration information each time it changes – for example, B-Double, semi trailer etc.
- vehicle mass information each time it changes – for example, GVM 48.5 tonne
- driver/ operator comments when a vehicle deviates from its specified route – for

example, *detoured from route due to road works*, *directed to take an alternative route by police officer*, or *medical emergency*

Self-declared information becomes part of generated non-compliance reports.

What equipment needs to be fitted to my vehicle?

An IVU is required to be installed by an IAP Service Provider. The IVU is provided, installed and maintained by the IAP Service Provider.

What happens if the IVU is damaged or not working?

The IVU reports to the IAP Service Provider if there is an error. The IAP Service Provider will liaise with the transport operator to fix the error.

What happens if a vehicle is not in communication coverage range?

If the vehicle is outside communication coverage range when the IVU attempts to report data to the IAP Service Provider, the IVU will report the data within five minutes of communication coverage being re-established.

Should the transport operator or driver undertake any maintenance or repairs to the approved ITS?

No, only the IAP Service Provider is permitted to install, operate and maintain the approved ITS, including the IVU and the SDID.

What about tampering?

It is an offence to tamper with the approved ITS. When a transport operator becomes aware of tampering they must notify the IAP Service Provider immediately.

The IVU will be able to notify the IAP Service Provider of tampering or interference with the approved ITS. QT and the TCA will investigate instances of tampering.

Can drivers be identified or monitored under the IAP?

No. The IAP does not identify the vehicle driver and it does not monitor the driver.

Non-compliance report (NCR)

What is an NCR?

An NCR is the report sent to DMR and QT by the IAP Service Provider when it identifies non-compliance with the specified access conditions or any apparent tampering with the ITS.

How will the information from an NCR be used?

The information in an NCR will be used on a case-by-case basis to determine if actual non-compliance with the specified access conditions has happened. QT will decide what action to take based on the current compliance strategy to "Inform, Help, Check and Enforce."

A NCR may not be a breach of the Higher Mass Limit (HML) Guideline.

Malfunctions

What is a malfunction?

A malfunction is when the approved ITS either stops working, works irregularly, or when it does not perform the functions that are required which may provide inaccurate or unreliable results.

What are the obligations if there is a malfunction?

When a driver becomes aware that the approved ITS is malfunctioning it must be reported immediately to the transport operator either in person, by radio, telephone, fax or email.

When the transport operator becomes aware that the approved ITS is malfunctioning, they must advise the IAP Service Provider and the road authority either in person, telephone, fax or email.

The transport operator must keep a written record of the malfunction. The record must include:
- the date, time and type of the malfunction
- the vehicle's location when the malfunction was first detected
- how the report was made (in person, radio, telephone, fax or email)
- the driver who made the report
- the road authority officer to whom the report was made
- the service provider to whom the report was made.

Transport operators and drivers must keep the written record of the malfunction for at least four years.

Please note: in the event of a malfunction, the IAP Service Provider will also report the malfunction to DMR or to TCA (depending on the malfunction).

Information for transport operators

Can I apply for access to roads not already on the HML network?

Yes. Transport operators can apply for an extension to HML routes under the existing HML process; this includes local government-owned roads, where the local government authorities are in agreement.

Does the IAP require additional technology to be installed?

Yes, the ITS (including the IVU and the SDID) will require installation by the IAP Service Provider.

In the future there may be a requirement to use other technology, such as:
- on-board mass monitoring technology (being investigated by the National Transport Commission and TCA)
- more flexible forms of trailer identification technology (being investigated by TCA).

Can an IAP Service Provider provide non-IAP services?

Yes, a Service Provider may combine their IAP services with other services that they provide, such as fleet management.

Can existing GPS equipment already fitted to the vehicle be used?

Currently there is no existing GPS equipment fitted to vehicles that meets the TCA certification requirements of the IAP.

Can a transport operator opt out of the IAP at any point?

Yes. A transport operator can negotiate with the IAP Service Provider to cancel their IAP involvement and have the approved ITS removed from the vehicle. However, there may still be an ongoing service fee commitment to the IAP Service Provider. Leaving the IAP means you can no longer get increased mass limits with the HML guideline.

What happens if the IAP vehicle is sold?

Enrolment under the IAP does not transfer with the vehicle. The transport operator will need to contact their IAP Service Provider to stop monitoring of the vehicle and contact DMR to cancel the IAP Certificate.

Transport operator obligations

Transport operators participating in the IAP have important obligations to their drivers and their IAP Service Provider.

Obligations to drivers

There are two main obligations to drivers operating IAP vehicles. To inform drivers:
- that the vehicle is participating in the IAP and being monitored; and
- of their obligations as a driver of an IAP vehicle.

Obligations to the IAP Service Provider

When operating vehicles in the IAP, a transport operator has several obligations to their chosen IAP Service Provider. These include:
- notifying the IAP Service Provider immediately of any malfunction with the ITS, including the IVU and/or SDID; and
- ensuring that information provided to the IAP Service Provider is not false or misleading.

Information for owner-operators

Owner-operators participating in the IAP have the same obligations as outlined in the transport operator obligations above.

Need more information?

More information can be found at the following websites:

Main Roads:
http://www.mainroads.qld.gov.au and click on - Information for >> Heavy vehicles >> Intelligent Access Program.

Or email the Intelligent Access branch at intelligent.access.program@mainroads.qld.gov.au.

Queensland Transport:
http://www.transport.qld.gov.au/iap
or phone: 1300 753 427 (1300 QLD IAP).

Transport Certification Australia:
http://www.iap.gov.au.

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