

IAP the road forward // Compliance and Non-Compliance in the IAP

This fact sheet answers commonly asked questions about Compliance and Non-Compliance in the Intelligent Access Program (IAP).

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Introduction

The Intelligent Access Program (IAP) is a voluntary program that uses the Global Navigational Satellite System to monitor heavy vehicles' road use, giving transport operators flexible access to the Australian road network to suit their specific business and operational needs. In return, the IAP provides road authorities with greater confidence that heavy vehicles are complying with the agreed road access conditions.

Under the IAP, participating heavy vehicles are monitored using telematics services with an in-vehicle unit (IVU) or 'black box'. The IVU is supplied and operated by an IAP Service Provider.

WHAT IS MEANT BY COMPLIANCE AND NON-COMPLIANCE? //

The terms *compliance* and *non-compliance* refer to the operation of IAP vehicles.

Vehicles operating according to the specified conditions are considered to be compliant, while vehicles operating outside of the specified conditions are considered to be non-compliant.

Although a vehicle operating in the IAP is monitored continually, road authorities are only interested in data that demonstrates the vehicle's non-compliance with its conditions of access.

What is a non-compliance report?

If a vehicle is detected as being non-compliant, the IAP Service Provider generates a non-compliance report – also referred to as an NCR – which is then sent to the relevant road authority.

The issuing of an NCR does not necessarily mean an offence has occurred.

All NCRs will be treated on a case-by-case basis, with the relevant road authority deciding whether any action is warranted. The road authority may decide there was legitimate reason for a detour, such as changed road conditions caused by an accident.

Under the IAP, an NCR will not be generated until the vehicle is at least 100 metres from the approved route (taken from the centre-line of the road) or outside a permitted zone.

HOW IS COMPLIANCE MONITORED? //

The IAP has the capability to monitor three parameters – route, time and speed.

This means that the IAP Service Provider is capable of determining whether the vehicle has:

- been somewhere other than the permitted route
- travelled on a permitted route but at a prohibited time
- exceeded the speed condition stipulated by the road authority

Monitoring of vehicle route compliance is required under all IAP Applications. Monitoring of other parameters is optional, depending on whether the road authority requires these parameters for the particular IAP Application.

IAP Application is the generic term for a road access scheme (or permit etc.) which includes a set of IAP Conditions against which participating vehicles are assessed for compliance by an IAP Service Provider.

How are the monitored conditions specified?

When a transport operator joins an IAP Application, they are issued with an Intelligent Access Condition (IAC) by the road authority which sets out the requirements against which the transport operator's vehicle is monitored.

When does monitoring start?

The IAP Service Provider will begin monitoring the vehicle on the commencement date specified in the IAC and report any non-compliant activity against the IAC to the relevant road authority.

Is information about drivers collected?

No information, personal or otherwise, is collected about drivers through the IAP.

IAP information is collected for the purpose of monitoring vehicle compliance with access conditions, not drivers' movements. As a result, the identity of the driver is not required and is not recorded.

EXPLAINING NON-COMPLIANT ACTIVITY //

Sometimes an IAP vehicle will have left its specified route for a legitimate reason.

For these times, the IAP includes a self-declaration function. This is an important feature which should significantly reduce compliance costs for both the transport operator and the road authority.

Using this function the driver or transport operator can manually declare additional information that may explain any apparent non-compliant behaviour.

This information is then forwarded to the relevant road authority as part of the NCR.

As with the choice of parameters available to monitor compliance, the self-declaration function will not be needed for all IAP Applications – the road authority will inform the transport operator whether it is required when arranging the IAC.

How does self-declaration work?

It is expected the driver will submit the additional information using an input device located in the vehicle cabin, such as a personal digital assistant (PDA) or touch screen device. Both of these approaches are equally allowed.

A driver must not use the self-declaration input device while their vehicle is moving.

In some cases self-declared information may be provided directly to the IAP Service Provider by the transport operator through an approved system.

What information can be declared?

Three types of information can be declared through the self-declaration function:

- vehicle configuration information
- vehicle mass information
- driver/ operator comments – for example, 'detoured from route due to road works'

As previously mentioned, this information is included in the NCR notifying the road authority of the apparent non-compliance.

ABOUT IAP SERVICE PROVIDERS //

Transport operators participating in the IAP must engage an IAP Service Provider to monitor a vehicle's compliance to the access conditions set by the road authority.

IAP Service Providers are certified by Transport Certification Australia Limited (TCA), the company administering the IAP. Once certified, IAP Service Providers can display the IAP Certification Symbol, indicating they meet all the required standards and can provide IAP services.