

# IAP the road forward //

## The IAP and local government

▲ This fact sheet provides information on how the IAP can help local government better manage local roads

[www.IAP.gov.au](http://www.IAP.gov.au)

### INTRODUCTION

The Intelligent Access Program (IAP) presents local government with an exciting opportunity to work with road authorities and the transport industry to better manage local roads, achieving a balance between the need for heavy vehicle access and issues of infrastructure, safety, environment and community.

#### A QUESTION OF ACCESS //

Most vehicles in Australia operate under what is commonly referred to as general access – a right to access the entire road network.

Other vehicles, due to their configuration, mass or consignment, are only allowed access to limited parts of the road network. This is known as restricted access.

The IAP utilises modern telematic technology to enable heavy vehicles to be given enhanced access to the Australian road network in return for them being monitored for compliance with the conditions of that access.

This is *intelligent access*.

#### HOW CAN THE IAP BENEFIT LOCAL GOVERNMENT? //

The IAP has the potential to be an important road management tool for local government because it can better match the vehicle to the road network. The IAP can provide:

- Better management of the asset
- More productive and efficient heavy vehicle operation
- Safer and more compliant heavy vehicle operation
- Better environmental management
- Better management of local community expectations

#### Enhanced access for a road or region

With the IAP, access can be granted for a specific road as well as a road network.

For example, the IAP can be used to ensure heavy vehicles travelling to an industrial area in a region remain on one particular road, and don't deviate into surrounding residential areas.

Similarly, the IAP can be used to ensure access conditions designed to safeguard schools and vulnerable infrastructure are being complied with, or to allow heavy vehicle access on certain roads at specified times only. For example, the IAP can be used to better manage heavy vehicle access to supermarket and shopping centres based on specific route and time of access.

#### Safer vehicles

By participating in the IAP, transport operators are already demonstrating their commitment to operating safely and responsibly.

They may also be required to meet other operating standards and conditions, as specified by the road authority for a particular scheme or permit.

For instance, to qualify for Higher Mass Limits access in New South Wales, in addition to being enrolled in the IAP, vehicles are required to have road friendly suspension and be accredited under the Mass Management Module of the National Heavy Vehicle Accreditation Scheme (NHVAS).

## Fewer vehicles moving more freight more effectively

The IAP will also facilitate the introduction of a new generation of heavy vehicles to Australian roads.

These vehicles have been designed to deliver improvements in productivity, efficiency and safety, with less impact on road infrastructure.

Because these vehicles can safely carry more freight, giving them access to the road network will reduce the overall number of heavy vehicle movements needed to carry that freight.

### HOW DOES THE IAP WORK? //

Put simply, the IAP helps ensure the right vehicle is on the right road at the right time.

Vehicles operating in the IAP are monitored using the Global Navigational Satellite System – one common form of which is GPS – with telematics services and an in-vehicle unit (IVU) or ‘black box’.

Monitoring is done by an IAP Service Provider, certified by Transport Certification Australia Limited (TCA), and the data collected is of an evidentiary standard.

### What can be monitored

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

An IAP Service Provider’s system is capable of determining whether a 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

If an IAP vehicle deviates from the agreed access conditions, a non-compliance report (NCR) is generated. This report is forwarded by the IAP Service Provider to the relevant road authority. It is the road authority that determines if any action is warranted.

## Who decides what is monitored?

The road access conditions to be monitored under a particular use of the IAP are decided by the relevant road authority in the course of developing an 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.

In general, a road authority will require the agreement of the appropriate local government authority before approving an IAP Application involving a local road.

Local governments should contact their relevant road authority to find out more about how the IAP will be managed in their area, as well as details of current IAP Applications.

### DELIVERING A MAJOR ROAD REFORM //

Transport Certification Australia Limited (TCA) is a public company which administers all aspects of the IAP. Established in 2005 by its Members, the Australian, State and Territory governments, TCA’s purpose is to contribute to a better managed and utilised Australian road network.

TCA’s vision is to be recognised as the Australian leader in the provision of accreditation services and high quality advice in the vehicle and road-side information and communications area.

A 21st Century in which integrated systems of information, communications and sensor solutions improve the mobility of people and freight.