

# Smart feedback reduces road freight risks

**Signatories to the Australian Steel Industry Logistics Safety Code of Practice (ASI LSCP) are increasingly committing to the national Intelligent Access Program (IAP) that monitors heavy vehicle road use allowing transport operators more flexible access to the road network whilst improving safety and asset management.**

Intelligent particularly as the available technology allows each type of information to flow only to appropriate parties, respecting privacy considerations.

IAP is a voluntary program developed with all Australian road and transport agencies that utilises satellite tracking and wireless communication technology to remotely monitor where, when and how heavy vehicles operate on the road network, and in some cases the mass of vehicles.

In doing so it provides transport operators, logistics companies, freight forwarders and owner drivers with electronic updates to suit their specific business and operational needs as well as permitting participating operators heavier axle loads.

In return, IAP provides road managers with confidence that heavy vehicles are complying with the agreed road access conditions whilst helping increase the productivity of road freight transport through a reduction of trucks on the roads to manage.

Vehicle monitoring is undertaken by a competitive market of IAP Service Providers, chosen by the transport operator. The relevant state transit authority receives reports on system performance and vehicle non-compliance with access conditions from the IAP Service Provider without identifying the driver of the vehicle.

IAP Service Providers are certified by Transport Certification Australia (TCA), the national government body responsible for providing assurance in the use of telematics and related intelligent technologies.

There are currently about 3000 vehicles participating in the IAP program, mainly articulated trucks and some mobile cranes, representing around 3.5 percent of commercial transport units nationally.

ASI LSCP signatory, Hornby Transport Services (HTS) is particularly recognised as being one of the most proactive embracing the advanced technologies for their fleet having engaged with IAP in 2008 soon after the program's inception, from adopting 'real time' electronic tracking earlier by installing Navman units from 2002 to track GPS location, journey legs, speeds and other vehicle actions relayed back to base.

HTS transports scrap for BlueScope and OneSteel in purpose-built steel tippers as well as transporting finished product between various centres using B Double Tautliners.

The Navman units continually track the vehicle and create a log file to be viewed at any time in the office, but not the driver. It also allows HTS to schedule when maintenance should be carried out to

the units as it reports distances travelled since the last service and reports as to when the next service is due, allowing the servicing to be scheduled for minimal downtime.

Should a vehicle travel in excess of 105km, a notification is sent back to base for corrective action to be taken. Should a vehicle be logged at 110km the driver receives an official warning, a second such offence leading to dismissal.

Interfacing with and complimenting Navman, the TranstechDriven system adopted by HTS from certified IAP Service Provider, Transtech advises drivers via an audible 'chirp' whenever they are travelling greater than 100kph.

The Transtech unit has a screen interface which the driver uses to record his work hours and actions and is also used to record vehicle load weights and pre-trip checks. Should he have an issue, a report is sent back to base to manage it, be it to take the truck off the road immediately for repairs or to schedule for when the vehicle is back at base.

Under the IAP, service providers automatically monitor the compliance of vehicles against the conditions of access set by the road manager. In NSW, this is Roads and Maritime Services (RMS). The IAP Service Provider sends any potential non-conformances which relate to the vehicle's access conditions to RMS for review and follow up.

Fatigue management is managed with an Electronic Work Diary (EWD) function accessible to the driver via the unit's interactive dashboard touch screen display. This benefits the driver by advising when to have breaks and how long they should be ahead of the required time.

This experience sets HTS ahead of the curve as the TCA prepares to release its EWD specification guidance over the coming 12 months, developed in consultation with stakeholders from the heavy vehicle industry, telematics providers, road and transport agencies and Police.

"Drivers have generally embraced these initiatives as they see them as benefitting them in carrying out their duties. They have also found them helpful when dealing with the regulatory bodies," said HTS Compliance Officer, **Graeme Walker**.

"Being able to demonstrate that we use these technologies also has benefits in securing transport contracts, giving our customers added assurance that we do all that is possible to ensure the safe transport of their product."

The IAP forms part of the National Telematics Framework that provides a nationally-agreed, sustainable environment to support the current and emerging needs of government, industry sectors and end-users and complements the Policy Framework for Intelligent Transport Systems in Australia.