Intelligent Access Program non-compliance reports

The Intelligent Access Program (IAP) is a national program developed in partnership with all Australian road agencies. It uses satellite tracking and wireless communication technology to remotely monitor where, when, and how heavy vehicles with mass exemptions are being operated on the road network.

What is a non-compliance report?

A non-compliance report is generated by the IAP Service Provider when a vehicle does not comply with its monitored access conditions. The official non-compliance report is sent to the Department of Transport and Main Roads (the department).

The IAP system does not collect driver information, which means the non-compliance report cannot identify the driver.

The department does not receive information collected by the IAP system when the vehicle is complying with access conditions, without the transport operators consent.

What are the access conditions?

Access conditions are some, but not all, of the conditions of a heavy vehicle mass exemption. Examples of mass conditions that may be monitored include:

- if a vehicle is operating at Higher Mass Limits (HML) and deviates from the approved HML routes

- if a vehicle's access conditions include specific time or date restrictions and it operates outside those times

- when a vehicle is above the permitted mass

- if a vehicle travels on a restricted structure or route, for example an excess mass or dimension vehicle in a restricted tunnel or on a bridge

- if a vehicle speed is not compliant with Australian Design Rule 65 (relating to speed limiting devices)

- if a vehicle exceeds a speed restriction on a permit, for example a low speed restriction over a bridge

- the correct functioning of the IAP system.

The department will assess the non-compliance reports to determine what compliance action should be taken, based on the compliance strategy to "Inform, Help, Check and Enforce".

Malfunctions and Tampering

The department receives non-compliance reports if the system is not functioning properly. The department and Transport Certification Australia will investigate all reports of tampering or suspected tampering. It is an offence to tamper with, or not report malfunctioning IAP systems.

Drivers must notify the transport operator of malfunctions, who then must notify the department. Failure to report a malfunction is an offence.

Who can be investigated?

Although the non-compliance report does not identify the driver, non-compliance reports may be used as a basis to investigate the driver, the transport operator, or anyone else in the supply chain that has responsibility under the law for assuring the legal operation of the vehicle.

Enquiries

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For more information about the IAP visit www.tmr.qld.gov.au/iap

Queensland Government