

# MEDIA RELEASE



2 June 2009

25 National Circuit  
FORREST ACT 2603  
Tel: (02) 6253 6900  
[www.atatruck.net.au](http://www.atatruck.net.au)

## **New South Wales truckers face access problems under new tracking system**

A system to remotely track heavy vehicle movements in New South Wales is set to cause chaos for the state's trucking industry, with concerns over access raised before the program even begins, according to the Australian Trucking Association (ATA).

Under the Intelligent Access Program (IAP), which begins on 1 July, operators are required to fit specialised regulatory GPS units to their trucks if they want to carry higher mass limits.

These units are very different to the GPS systems that trucking operators currently use to manage their fleets. The IAP units automatically record a 'non-compliant event' if a truck drives off its allowed routes; the event will then be investigated by the road authorities.

The ATA is urging New South Wales trucking operators who participate in the IAP to ensure their permits cover the entire length of their trip, including the final metres of road to their customers and depots.

Without the correct permits, it is feared operators will be swamped with non-compliance notices. While many of these will be false, operators will have to spend hours explaining them to the RTA.

"Trucking operators planning to use IAP need to do an audit of their permits now, to make sure the paperwork is in order for all their routes," ATA Chairman Trevor Martyn said.

"Some trucking operators have been led to think that enrolling in IAP will automatically resolve their first and last mile access issues. It won't."

Trucking companies need to check that:

- they have permits covering the first and last miles to all their customers, including where local councils have indicated approval to use the route but have not yet completed the paperwork;
- those permits are completely accurate and do not have any minor errors in them;
- they have written permission from the private road owners whose roads they use, not just a handshake or verbal agreement; and then
- confirm they have access to all their routes by lodging an IAP route confirmation form with the NSW RTA.

"It's no wonder many trucking operators are deciding that IAP is too costly and difficult for its limited benefits, and are planning to use more trucks instead of continuing with higher mass limits," Mr Martyn said.

Under higher mass limits, trucks with road friendly suspension are able to carry a slightly higher amount of freight on specified routes.

**Media contact:** Stuart St Clair 02 6253 6900 / 0428 488 330

*National Voice of the Australian Trucking Industry*