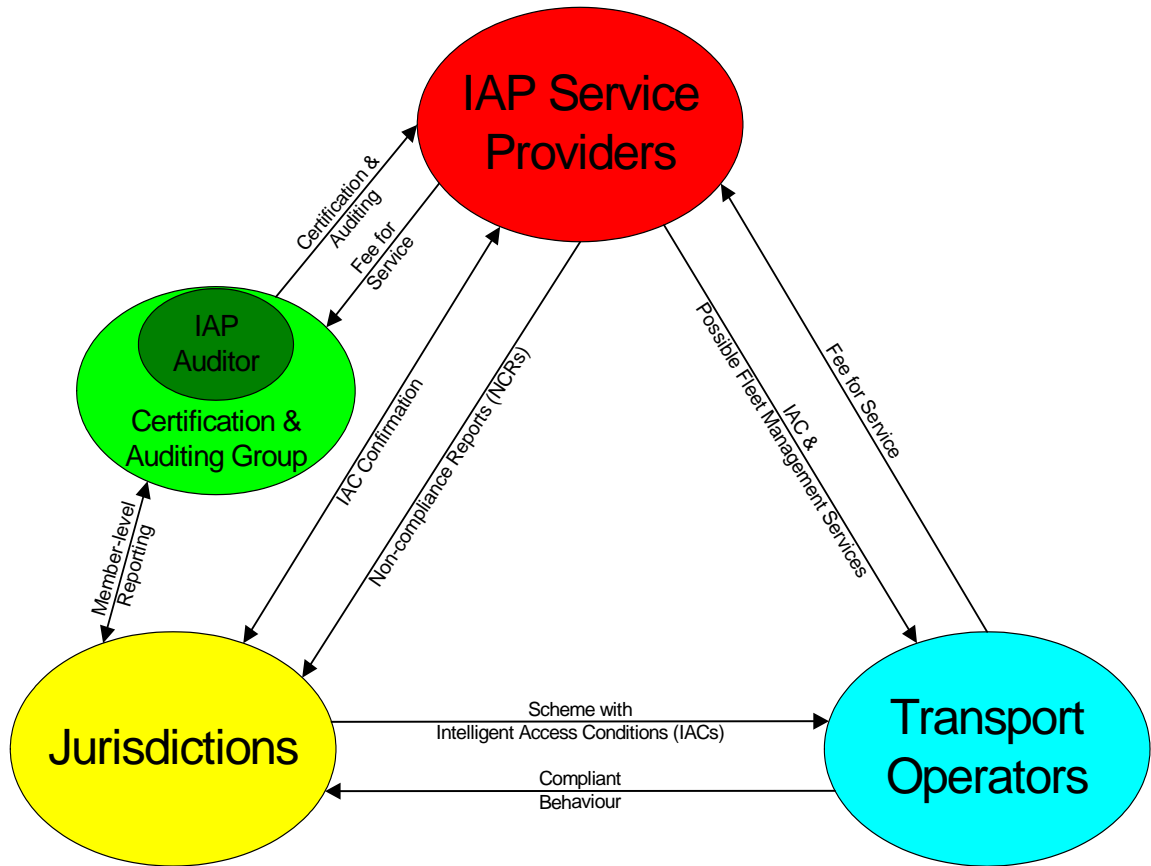


The IAP operating model is illustrated graphically in Figure 1.

Figure 1 - IAP Operating Model



The parties in the IAP operating model are (Figure 1):

- IAP Service Providers - telematics companies providing the certified vehicle monitoring service,
- Jurisdictions – road transport agencies establishing schemes or permits with an IAP compliance solution,
- IAP Certification and Auditing Group - the proposed national government body that certify and audit IAP Service Providers,
- Transport Operators – Operators who will voluntarily enter schemes or permits with an IAP compliance solution, and
- IAP Auditors - companies who will audit IAP Service Providers on behalf of the IAP Certification and Audit Group.

Vehicle monitoring would be a condition that transport operators must fulfil in return for membership to a scheme or permit delivering an improved access. Access conditions (to be known as Intelligent Access Conditions - IACs) will be negotiated by the relevant jurisdiction(s).

The transport operators must use an IAP Service Provider, which has been certified by the IAP Certification and Auditing Group. The IAP Certification and Auditing Group would manage the Certification and Auditing task using IAP Auditors.

IAP Service Providers certified and audited by the IAP Certification and Audit Group would be engaged by transport operators to monitor their vehicles against the set IACs.

If a scheme or permit condition that is subject to monitoring by the IAP Service Provider (ie. IAC) is not adhered to, then a Non-Compliance Report (NCR) would be sent by the IAP Service Provider to the relevant jurisdiction(s) for assessment and any necessary enforcement action.