

RIM Class 3 Truck and Dog Trailer Monitoring Scheme (NSW)



**A scheme using the Road Infrastructure Management
(RIM) application for Transport for NSW**

May 2024

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About Us

Transport Certification Australia (TCA) is a national organisation that provides assurance services relating to transport technologies and data to enable improved public purpose outcomes from road transport.

Priority outcome areas enabled by TCA services include improved road safety, transport efficiency, freight productivity, asset management and sustainability.

Key aspects of TCA include:

- An independent not-for-profit entity, with government oversight
- Administration of the National Telematics Framework, including its rules, specifications, agreements, digital infrastructure and other supporting services
- Assurance services that support but are appropriately separated from regulators, policy makers and enforcement activities, and underpin telematics applications and associated information and data services
- Advice that is based on evidence and a deep subject matter knowledge
- Trusted partner to both government and industry stakeholders, enabling a nationally consistent open market, with services covering all road vehicle types and associated digital infrastructure.

Contents

1	Introduction	5
	1.1 Purpose	5
	1.2 Scope	5
	1.3 Background	5
2	RIM Class 3 Truck and Dog Trailer Monitoring Scheme (NSW)	6
	2.1 Participants	6
	2.2 Scheme Parameters	7
	2.3 Key Scheme Processes	9
	2.4 Roles and Responsibilities	12

Appendices

A	Acronyms and Definitions	14
B	Data Element Reference Values	16

1 Introduction

1.1 Purpose

This document describes the RIM Class 3 Truck and Dog Trailer Monitoring Scheme (NSW) ('scheme'), which is associated with the Road Infrastructure Management (RIM) application.

The scheme is made available by Transport for NSW, to permit access of Class 3 20m Long 3-Axle Truck and 4-Axle Dog Trailers at General Mass Limits (GML) or Concessional Mass Limits (CML) on approved routes on the NSW road network.

1.2 Scope

This document describes the scheme and how it is used with the RIM application.

The following information is included:

- Scheme parameters
- Key scheme processes
- Roles and responsibilities of scheme participants.

1.3 Background

The *National Class 3 20m Long 3-axle Truck and 4-axle Dog Trailer Mass and Dimension Exemption Notice* ('Notice') grants mass and dimension exemptions to this category of truck and dog trailers that meet Notice requirements and eligibility criteria. In this document, Class 3 20m Long 3-Axle Truck and 4-Axle Dog Trailers are referred to as 'Class 3 Truck and Dog Trailers'.

An applicable permit, also available on the NHVR website, provides conditions of travel for Class 3 Truck and Dog Trailers that are required to be monitored on stated areas and routes in New South Wales.

A condition of the Notice and permit ('instrument of access approval') is that Operators of eligible Class 3 Truck and Dog Trailers operating at GML or CML in New South Wales must be enrolled in a scheme of the RIM application.

To participate in the scheme, a transport operator ('Operator') must conform with the requirements specified within the instrument of access approval.

Enrolment in the RIM application is one of the requirements that must be met by the Operator. Enrolment in the RIM application is performed by the registered or certified Application Service Provider (ASP) selected by the Operator¹.

The ASP is responsible for:

- The installation of a TCA-approved² telematics device in the vehicle being utilised in accordance with the instrument of access approval.
- The collection of data from vehicles enrolled in accordance with the requirements of the RIM application for the scheme.

ASPs provide data records to TCA. TCA analyses the data and makes reporting available to Transport for NSW, and other bodies authorised by Transport for NSW, via the Telematics Analytics Platform (TAP).

The RIM application³ is offered at Level 1 Assurance (see Appendix A for a definition of Level 1 Assurance).

¹ The Operator may be eligible to perform the role of ASP in full or part, subject to the approval of TCA.

² TCA approval of a telematics device may be in the form of type-approval or an equivalent approval mechanism acceptable to TCA. The ASP must meet applicable requirements in the functional and technical specification, irrespective of the approval mechanism.

³ The RIM application can be used for a variety of purposes. In this document, RIM is described in the context of the scheme, which has specific business requirements associated with the standard operation of the RIM application.

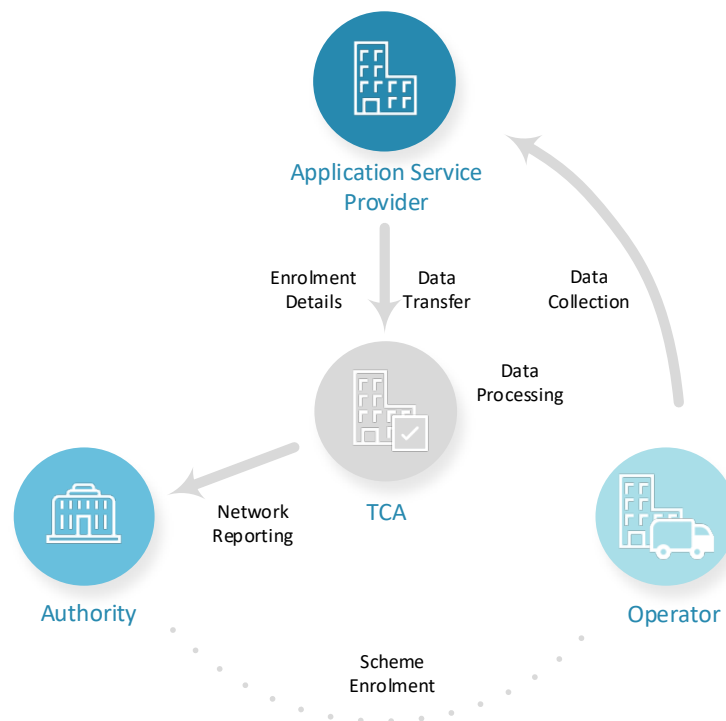
2 RIM Class 3 Truck and Dog Trailer Monitoring Scheme (NSW)

2.1 Participants

Figure 2 outlines the key interactions between participants for the use of the RIM application for the scheme:

- Transport for NSW, as the Authority of the scheme, requires the monitoring, with reporting, of the Operator's vehicle(s) as a condition of the Authority allowing the Operator and its vehicle(s) to participate in the scheme.
- Operators are vehicle operators that agree to enrol vehicles into the scheme, and consent to their data collected through the RIM application to be used for the intended purpose (as defined by the Authority and agreed to by the Operator in the ASP–Operator Agreement).
- ASPs, registered by TCA, offer telematics services (hardware, software and associated processes) to enable enrolment of eligible vehicles in the RIM application (as well as other applications available within the National Telematics Framework [NTF]), collection of data from installed telematics devices and reporting of data to TCA.
- TCA administers the RIM application and its schemes within the NTF, ensuring that data security and privacy concerns are managed. TCA receives vehicle enrolment details from Operators via ASPs, and makes ASP–Operator Agreements available to participants. TCA also receives telematics data from ASPs, performs data processing, and makes standard and specialised reporting available to the Authority (and other bodies authorised by the Authority) via TAP as agreed between the Authority and TCA, and in accordance with the intended purpose as agreed by the Operator in the ASP–Operator Agreement.

Figure 1: Scheme Participants and Key Interactions



Note: The ASP may also be the Operator.

Interactions between scheme participants are consistent with interactions between RIM application participants, and are not specific to the scheme

2.2 Scheme Parameters

This section describes the constraints and assumptions that are used to deliver the RIM application for the scheme.

a. ASP Registration

TCA will register ASPs to provide services for the RIM application.

b. Enrolment

ASPs will enrol vehicles in the RIM application and the scheme at the request of the Operator.

The ASP will manage key steps of enrolment including approval, and as necessary, cancellation and replacement.

Figure 3 shows the pre-enrolment steps for the scheme.

Figure 4 shows the reporting processes for the scheme.

Figure 5 shows the enrolment cancellation and reporting processes for the scheme.

Note: See Appendix B, Table B.1 for values that must be entered into the Scheme and Authority Code data elements of an enrolment form or enrolment report.

c. Devices and Data Collection

The device used in the RIM application is a telematics device or similar.

The telematics device or similar will collect:

- Position data at intervals of no greater than 1 minute and no less than 1 second (as determined by the ASP)
- Date and time data.

d. Data Reporting

The ASP shall transfer data records collected through the RIM application to TCA no less frequently than each calendar month, and as described in *Road Infrastructure Management Functional and Technical Specification*.

e. Data Analysis and Reporting

TCA will perform data transformation, data aggregation, de-identification and processing functions on data obtained from position records. TCA will make data analysis and reporting available to the Authority, and other bodies authorised by the Authority, through TAP.

TCA will perform basic data cleaning, which includes:

- Removal of duplicates
- Removal of anything that is not in the prescribed format
- Removal of alarm data
- If necessary, changing column names.

Incomplete or unacceptable data records will not be included in data processing.

Through TAP, the Authority and other bodies authorised by the Authority will have access to:

- Interactive maps, which represent de-identified data using data elements collected as part of the scheme; and
- Specific reporting required for scheme management.

Note: The type, number, frequency and graphical output of specific reporting will be subject to agreed terms reached between TCA and the Authority.

A Scheme Participation Report will be made available to the Authority on a monthly basis via TAP. This report may include the following standard measures and dimensions as shown in Table 1.

Table 1: Scheme Participation Report

Examples
<ul style="list-style-type: none">• Count of all vehicles enrolled in the scheme• Count of vehicles enrolled in the scheme that TCA received data from• Vehicles enrolled in the scheme that TCA did not receive data from for at least 30 consecutive days <p><i>Note: Reporting of this measure will include vehicle identities. A participating vehicle will only be included in this measure if, without a satisfactory explanation, it has not provided data for at least 30 consecutive days.</i></p> <ul style="list-style-type: none">• Count of Operators with vehicles enrolled in the scheme• Count of ASPs reporting data for vehicles enrolled in the scheme

2.3 Key Scheme Processes

Figure 2 outlines the key actions taken by each participant during the pre-enrolment stage of the operation of the scheme.

Note: This process assumes that TCA has already registered the ASP to provide RIM application services.

Figure 2: Pre-Enrolment Process

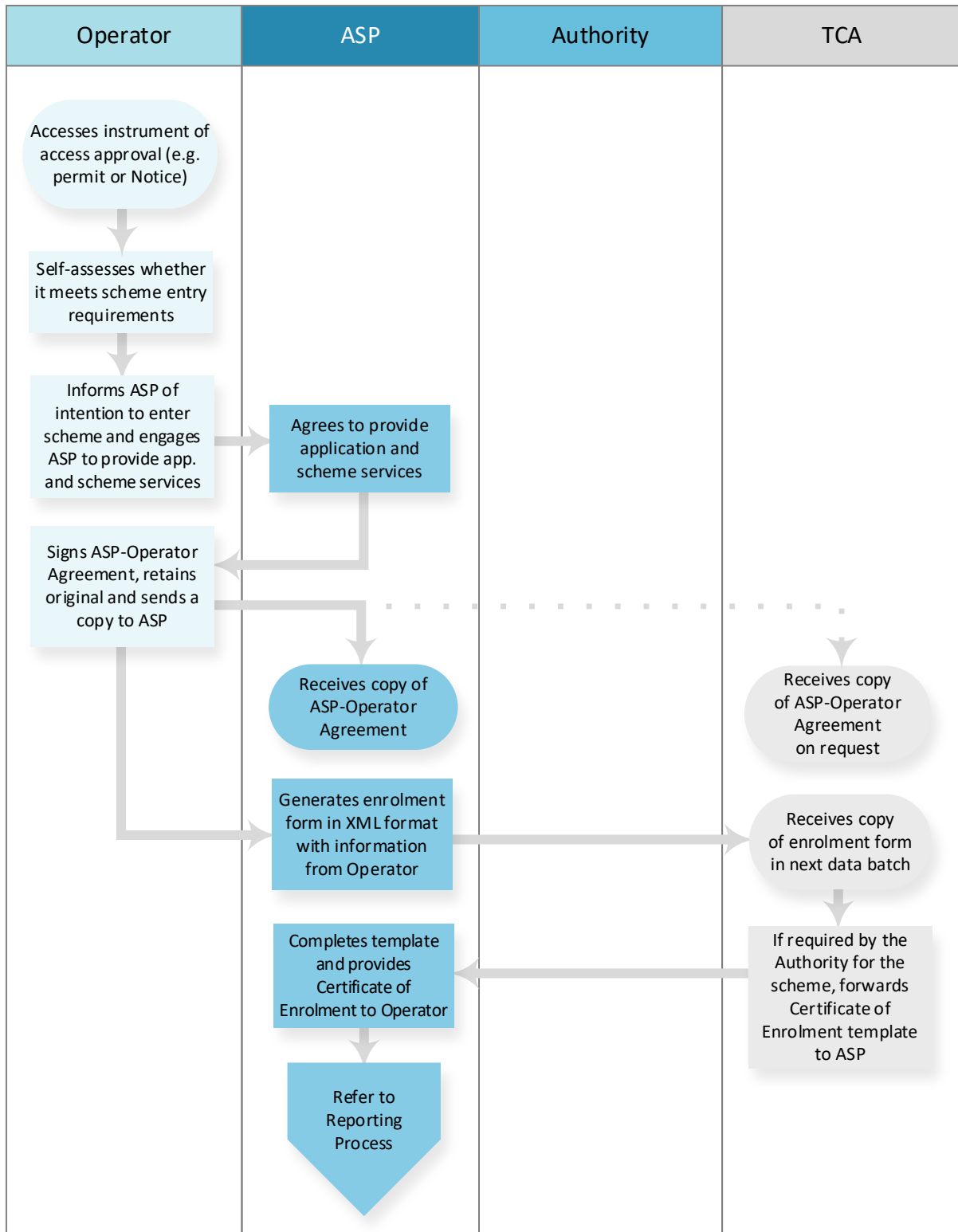
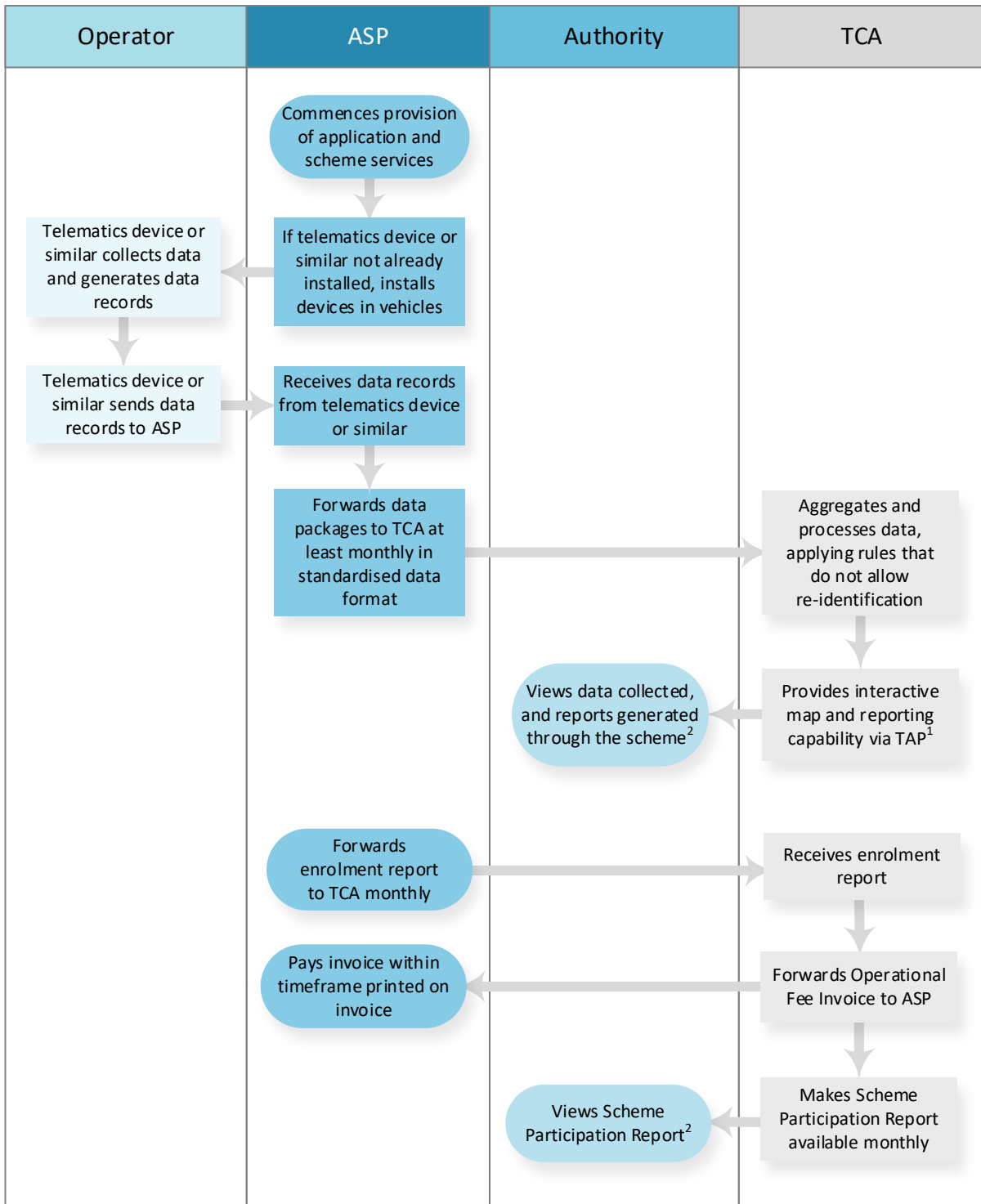


Figure 3 outlines the key actions related to data collection, record generation and reporting.

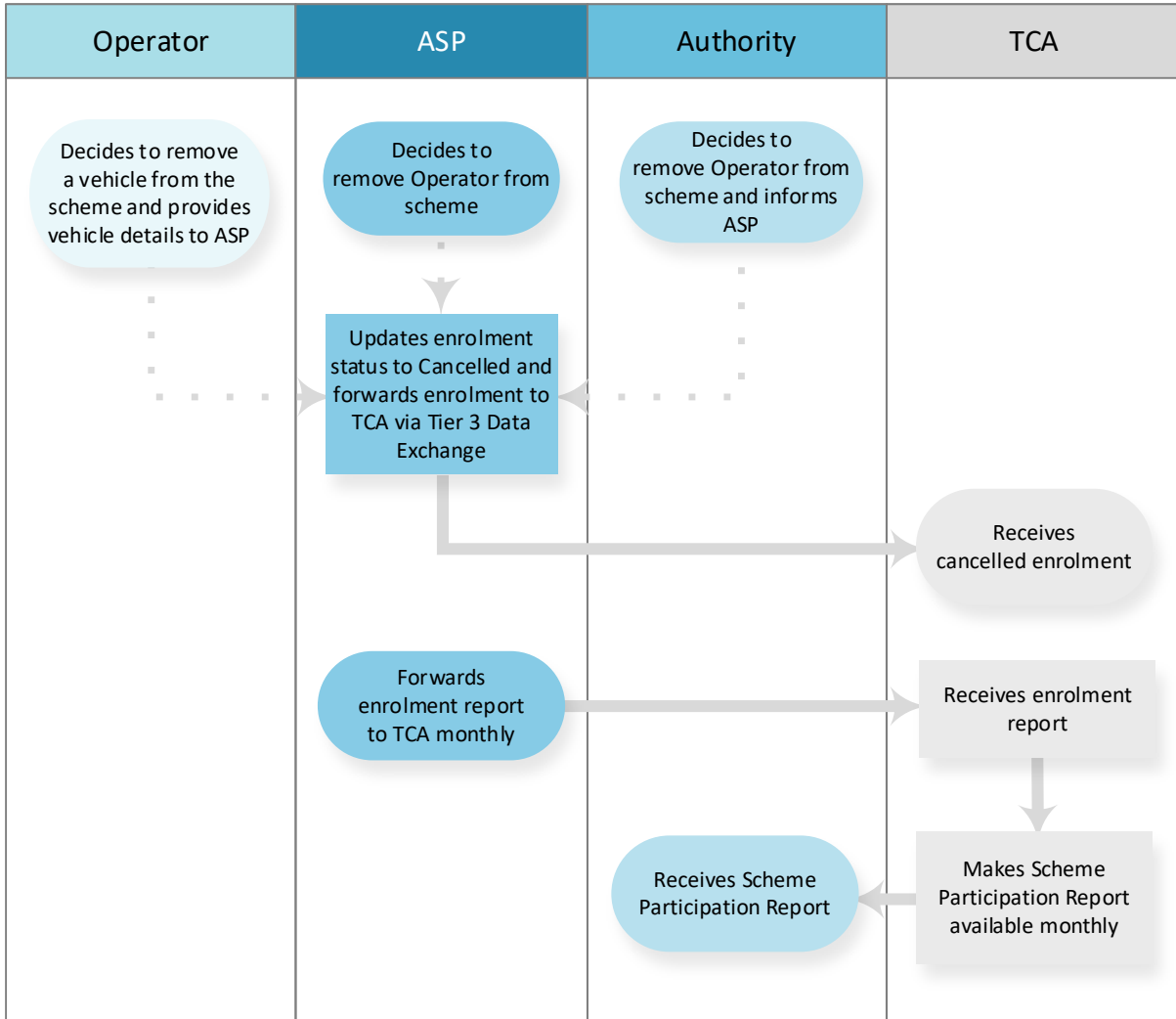
Figure 3: Reporting Processes



1. Data will be updated at least monthly.
2. Local governments in NSW may also view this information.

Cancellation of enrolment may be initiated by the Operator, the Authority or the ASP.
 Figure 4 outlines the key actions to discontinue enrolment of a vehicle.

Figure 4: Enrolment Cancellation and Reporting Processes



2.4 Roles and Responsibilities

In delivering the objectives of the scheme, **TCA** will:

- Provide a document (this document) describing the use of the scheme as part of the RIM application
- Produce or maintain collateral, as necessary, to support the scheme. Examples include the provision of current versions of:
 - *Road Infrastructure Management Functional and Technical Specification*
 - *Telematics Business-to-Business Data Exchange Functional and Technical Specification*
- Support the reporting of data records via Tier 3 Data Exchange using a RESTful API, with these records formatted using a JSON format
- Support the reporting of enrolment forms and enrolment reports using a RESTful API, with these documents formatted using an XML format
- Inform ASPs of scheme details and entry conditions
- Produce an ASP–Operator Agreement for use with the scheme and make it available from the TCA website
- Ensure that TAP is set up to enable the Authority and other bodies authorised by the Authority to access reporting generated by the scheme (in accordance with the intended purpose as agreed by the Operator in the ASP–Operator Agreement)
- Maintain the cloud environment and databases to support the ingestion of data from the RIM application
- Produce terms and conditions, which formalise the relationship between TCA and the ASP with regard to ASP registration
- Verify that an ASP meets requirements to provide RIM application services
- If required by the Authority, provide registered ASPs with the Certificate of Enrolment template
- At the end of each month, forward Operational Fee Invoices to ASPs upon receipt of enrolment reports
- Provide the Authority, and other bodies authorised by the Authority, with reporting outlined in 2.2e via TAP
- Ensure the confidentiality of ASP data is maintained.

The Authority will:

- Maintain documentation required by the Authority for the scheme
- Undertake program coordination activities related to the scheme with TCA
- Access reporting outlined in 2.2e via TAP, and review data trends and numbers of enrolled vehicles
- In conjunction with TCA, communicate scheme-related policy changes to industry and stakeholders.

ASPs will:

- Interact with TCA to establish the delivery mechanism for provision of data packages to TCA (noting that a data package includes data records, enrolment forms and enrolment reports)
- Receive notification from Operators regarding the enrolment status of vehicles, and forward this information to TCA using an agreed mechanism on a monthly basis
- Provide the ASP–Operator Agreement to an Operator once an agreement to provide services for the scheme has been made
- Be responsible for the installation, operation and maintenance of telematics devices (and any connected devices) and the reporting of data received from those devices, and as described in the *Telematics Monitoring Application Functional and Technical Specification*.

-
- If required by the Authority, provide Certificates of Enrolment to enrolled Operators, using the template received from TCA, and coordinate their removal from vehicles no longer enrolled in the scheme
 - Pay Operational Fee Invoices received from TCA, generated upon receipt of enrolment reports, within the timeframe shown on the invoice
 - In the event of a device malfunction: liaise with the Operator and/or device supplier to resolve the issue
 - Provide back-office capability to process collected data records as required by the scheme
 - Deliver data records to TCA, using agreed data delivery mechanism, required data formats and meeting data reporting requirements.

Operators will:

- Access scheme rules and entry conditions on the Authority website (or other website as applicable, such as the NHVR) and determine whether they meet those conditions
- Access the instrument of access approval and ensure compliance with its requirements for the scheme
- Upon self-assessment that scheme entry conditions are met, notify the ASP of its intention to enrol in the scheme
- Agree to share data collected by its ASP with TCA for the scheme using a signed ASP–Operator Agreement
- Follow rules for enrolment in the scheme
- Store original signed ASP–Operator Agreement and forward copies to the ASP and TCA (on request)
- Engage an ASP to provide services for the scheme
- Notify the ASP of the date that a vehicle or the Operator will no longer participate in the scheme.

A Acronyms and Definitions

Acronyms

Acronym	Definition
API	application programming interface
ASP	Application Service Provider
CML	Concessional Mass Limits
GML	General Mass Limits
NHVR	National Heavy Vehicle Regulator
NTF	National Telematics Framework
RIM	Road Infrastructure Management
TAP	Telematics Analytics Platform
UTC	Coordinated Universal Time

Definitions

Term	Definition
application	A capability of the NTF that provides business value to stakeholders, delivered as an assembly of policy, business components and technical components, within in the context of an identified level of assurance.
Application Service Provider (ASP)	A service provider that has been registered by TCA as meeting the requirements of one of more telematics applications. This may also be the Operator.
approval mechanism	The mechanism by which TCA approves a device, such as a telematics device or connected device, for use in a telematics application. The approval mechanism used may be type-approval, or an equivalent approval mechanism acceptable to TCA.
ASP–Operator Agreement	A written agreement between an ASP, an Operator and TCA which sets out the terms on which the ASP will provide application services to the Operator, and the intended purpose for collecting data from the Operator’s vehicle(s) enrolled in the scheme.
Authority	An entity, associated with a jurisdiction, responsible for the administration of one or more NTF applications. An Authority may appoint an administrator to perform its functions. <i>See also: jurisdiction.</i>
Concessional Mass Limits (CML)	An allowance by the National Heavy Vehicle Regulator that allows National Heavy Vehicle Accreditation Scheme (NHVAS) members to utilise mass limits up to 5% above GML (subject to conditions) provided the operator is accredited under the NHVAS.
data collection period	A whole number of days in the UTC time zone for which all application data is provided. Successive data collection periods are contiguous.
data package	A package of information sent via Tier 3 Data Exchange for a data collection period.

Term	Definition
data record	A discrete and defined set of data elements generated by a device.
enrolment	Both the process and outcome by which an Operator enters an Authority's scheme. Each vehicle must be enrolled for each scheme it participates in. Enrolment also confirms the application and conditions (if applicable) that the vehicle is monitored under.
enrolment form	An electronic document that formally and simultaneously records the enrolment of a vehicle within a scheme, and within the application required by that scheme.
enrolment report	A summary of enrolments relevant to a given Authority for a specified reporting period, including any aggregated data required by specific applications.
General Mass Limits (GML)	Mass limits that apply to all heavy vehicles in Australia. They state the allowable mass for all types of heavy vehicle axle groups unless the vehicle is operating under an accreditation or an exemption under the Heavy Vehicle National Law.
jurisdiction	A geographical area containing a road network (i.e. typically an Australian state or territory).
level of assurance	An assurance level that supports telematics applications, structured around the intended use of a telematics application, risks being managed, and the needs and expectations of consumers and other stakeholders.
Level 1 Assurance	Self-assessment of data and no independent oversight of a telematics application
Operator	An entity that operates one or more vehicles eligible to enter a scheme.
scheme	The generic term for a specific use of an application linked to delivering a policy objective.
telematics device	The primary telematics unit which monitors vehicle parameters.
Tier 1 Data Exchange	A web services solution where structured information is exchanged that complies with requirements such as authentication, security, privacy and certainty of delivery. It includes exchanges of information related to a vehicle's enrolment in telematics applications, conditions and adherence to those conditions.
Tier 2 Data Exchange	The human-initiated (rather than automated) exchange of business-related information and advice. Typical exchanges via this tier include reporting of issues and resolutions, correspondence regarding certification and re-certification, advice regarding information and communications technology (ICT), data assurance and other reporting.
Tier 3 Data Exchange	The packaging and delivery of data packages, comprising data records and enrolment-related artefacts. Data packages have several uses which include data analysis by the recipient, data assurance, and for research purposes.

B Data Element Reference Values

Refer to the following when entering values into data elements for Scheme or Authority Code – for example, in an enrolment report or enrolment form:

Table B.1: Scheme Name and Authority Code

Scheme Name (full)	Scheme Data Element Value (e.g. for enrolment form or report)	Authority Code
RIM Class 3 Truck and Dog Trailer Monitoring Scheme (NSW)	RIMC3TDTNSW	NSW



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