
RIM PBS Vehicle Monitoring Schemes (NSW)



Schemes 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.

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1 Introduction

1.1 Purpose

This document describes the following Performance-Based Standards (PBS) Vehicle Monitoring (NSW) schemes associated with the Road Infrastructure Management (RIM) application:

- RIM PBS Level 1 Vehicle Monitoring Scheme (NSW)
- RIM PBS Level 2A Vehicle Monitoring Scheme (NSW)
- RIM PBS Level 2B Vehicle Monitoring Scheme (NSW)
- RIM PBS Level 3A Vehicle Monitoring Scheme (NSW)
- RIM PBS Level 3B Vehicle Monitoring Scheme (NSW)
- RIM PBS Level 4A Vehicle Monitoring Scheme (NSW)
- RIM PBS Level 4B Vehicle Monitoring Scheme (NSW).

RIM PBS Vehicle Monitoring Schemes (NSW) are made available by Transport for NSW (TfNSW) to monitor road utilisation of eligible PBS vehicles operating at General Mass Limits (GML), Concessional Mass Limits (CML) or Quad-Axle Mass Limits 1 (QML1) at bridge formulae compliance Tier 1¹ on approved routes on the NSW road network.

Note: PBS vehicles may also be enrolled in other schemes of telematics applications. Enrolment in a RIM PBS Vehicle Monitoring scheme does not supersede enrolment in other schemes involving PBS vehicles.

1.2 Scope

This document describes the RIM PBS Vehicle Monitoring Schemes (NSW) and how they are used with the RIM application.

The following information is included:

- Parameters of RIM PBS Vehicle Monitoring Schemes (NSW)
- Key scheme processes of RIM PBS Vehicle Monitoring Schemes (NSW)
- Roles and responsibilities of RIM PBS Vehicle Monitoring Schemes (NSW) participants
- Scheme descriptions in appendices.

1.3 Background

PBS road network access in NSW is based on four PBS performance levels (1–4) and access classes ‘A’ and ‘B’ as stated in the *PBS Network Classification Guidelines*, and, as shown in Table 1.

Table 1: PBS Networks Applicable to RIM PBS Vehicle Monitoring Schemes NSW)

PBS Performance Level	Access Class ‘A’	Access Class ‘B’
1	≤ 20 metres in length	≤ 20 metres in length
2	≤ 26 metres in length	≤ 30 metres in length
3	≤ 36.5 meters in length	≤ 42 meters in length
4	≤ 53.5 meters in length	≤ 60 meters in length

¹ See Appendix A for definitions of GML, CML and QML1 and bridge formulae compliance tiers.

The following table shows the applicable instrument of access approval for eligible PBS vehicles operating at GML, CML or QML1 at bridge formulae compliance Tier 1, that comply with entry rules on the TfNSW website and PBS road network conditions.

Table 2: Instruments of Access Approval

PBS Performance Level	Instrument of Access Approval
1, 2A, 2B, 3A or 4A	<i>National Class 2 Performance Based Standards Vehicle (Tier 1) Authorisation Notice</i>
1 or 2B	<i>National Class 2 Performance Based Standards (High Productivity) Authorisation Notice</i>
1 or 2A	<i>National Class 2 PBS Level 1 & 2a Truck and Dog Trailer Authorisation Notice¹</i>
Any, as eligible ²	Permit

1. RIM enrolment requirements apply from 1 May 2024.

2. Other eligible PBS combinations operating at GML, CML or QML1 at bridge formulae compliance Tier 1 not eligible for operation under the Notices above. See Appendix A for definitions of GML, CML and QML1.

For details on eligibility under an instrument of access approval listed in Table 2, refer to guidance material available from the TfNSW website.

An eligible vehicle must be fitted with a telematics device to participate in a RIM PBS Level Vehicle Monitoring Scheme (NSW).

To participate in a RIM PBS Vehicle Monitoring Scheme (NSW), an Operator (e.g. a transport operator) must conform with the requirements specified within the applicable Notice or permit issued by the NHVR.

Enrolment in the RIM application, which is administered by TCA as part of the National Telematics Framework (NTF), is one of the requirements that must be met by the Operator. Enrolment in the RIM application is performed by the Application Service Provider (ASP) selected by the Operator.

The ASP is responsible for:

- The installation of a telematics device (if the vehicle is not already fitted with a telematics device) in the vehicle being utilised in accordance with the applicable Notice or permit
- The collection of data from vehicles enrolled in accordance with the requirements of the RIM application for the scheme.

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

ASPs provide data to TCA. TCA will aggregate, de-identify and process the data to enable the generation of reporting for use by TfNSW and local governments in NSW via the Telematics Analytics Platform (TAP).

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

Note: The RIM application can be used for a variety of purposes. In this document, RIM is described in the context of the schemes.

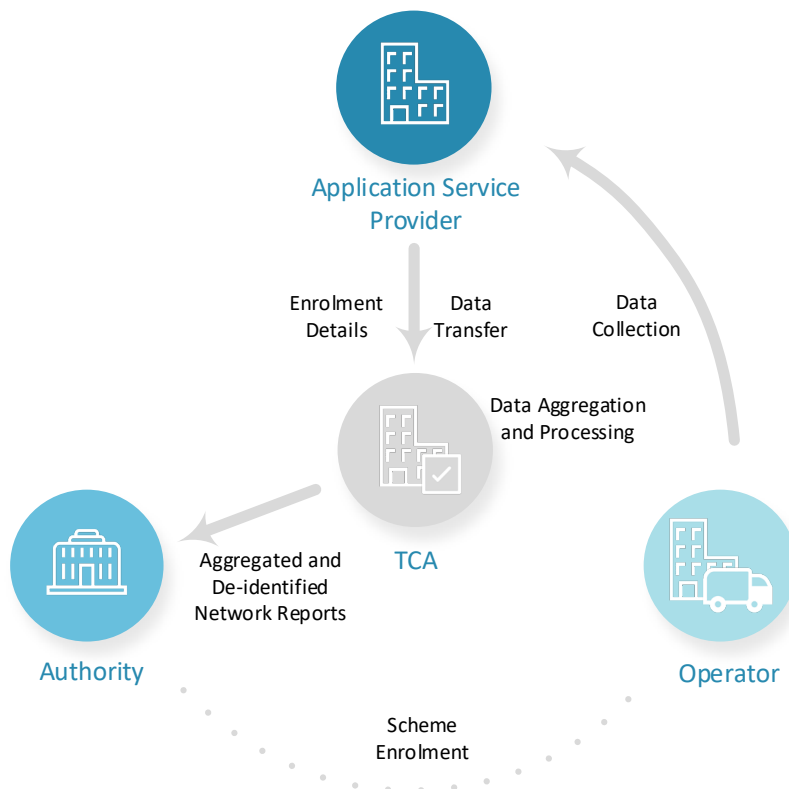
2 RIM PBS Vehicle Monitoring Schemes (NSW)

2.1 Participants

Figure 1 outlines the key interactions between participants for the use of the RIM application for a RIM PBS Vehicle Monitoring Scheme (NSW):

- TfNSW, 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 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 aggregation, de-identification and 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 Common Scheme Features

This section describes the common features of a RIM PBS Vehicle Monitoring Scheme (NSW). For information on features that are specific to a RIM PBS Vehicle Monitoring Scheme (NSW), refer to scheme descriptions in the appendices of this document.

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 a RIM PBS Vehicle Monitoring Scheme (NSW) at the request of the Operator.

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

Figure 2 shows the pre-enrolment steps for a RIM PBS Vehicle Monitoring Scheme (NSW).

Figure 3 shows the reporting processes for a RIM PBS Vehicle Monitoring Scheme (NSW)

Figure 4 shows the enrolment cancellation and reporting processes for a RIM PBS Vehicle Monitoring Scheme (NSW).

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); and
- 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 reporting for the scheme available to the Authority and participating local governments in NSW 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; and
- If necessary, changing column names.

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

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

A Road Usage Report will be made available to the Authority and participating local governments in NSW via TAP. Details of TAP utilisation and reporting made available through TAP are, at the time of this document, being developed with TfNSW.

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 3.

Table 3: Scheme Participation Report

Examples
<ul style="list-style-type: none">• Count of all vehicles enrolled in a RIM PBS Vehicle Monitoring Scheme (NSW)• Count of vehicles enrolled in the RIM PBS Vehicle Monitoring Scheme (NSW) that TCA received data from• Vehicles enrolled in the RIM PBS Vehicle Monitoring Scheme (NSW) 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 enrolled in the RIM PBS Vehicle Monitoring Scheme (NSW)• Count of ASPs reporting data for vehicles enrolled in the RIM PBS Vehicle Monitoring Scheme (NSW)

2.3 Key Scheme Processes

Figure 2 outlines the key actions taken by each participant during the pre-enrolment stage of the operation of a RIM PBS Vehicle Monitoring Scheme (NSW).

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

Figure 2: Pre-Enrolment Process

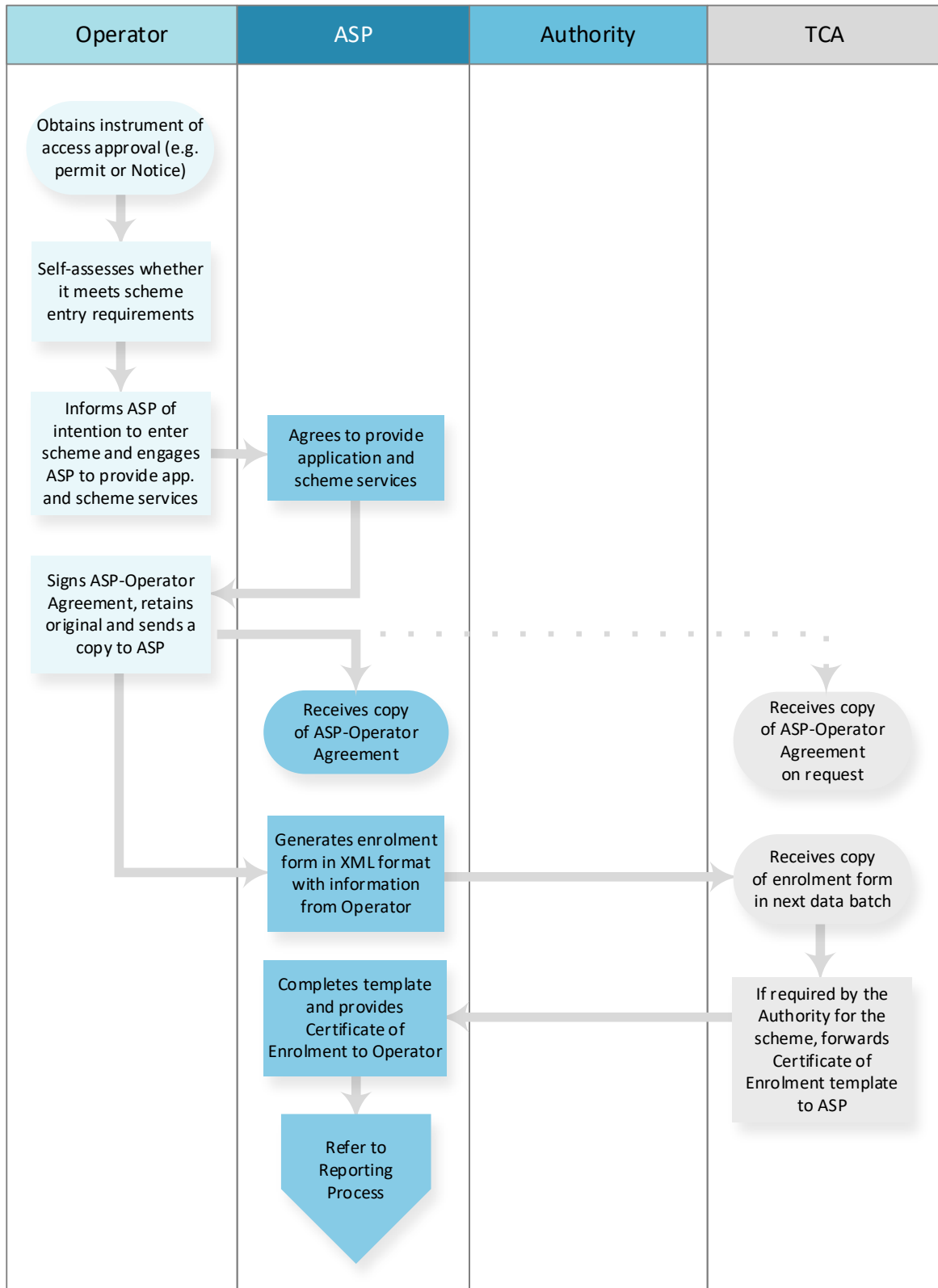
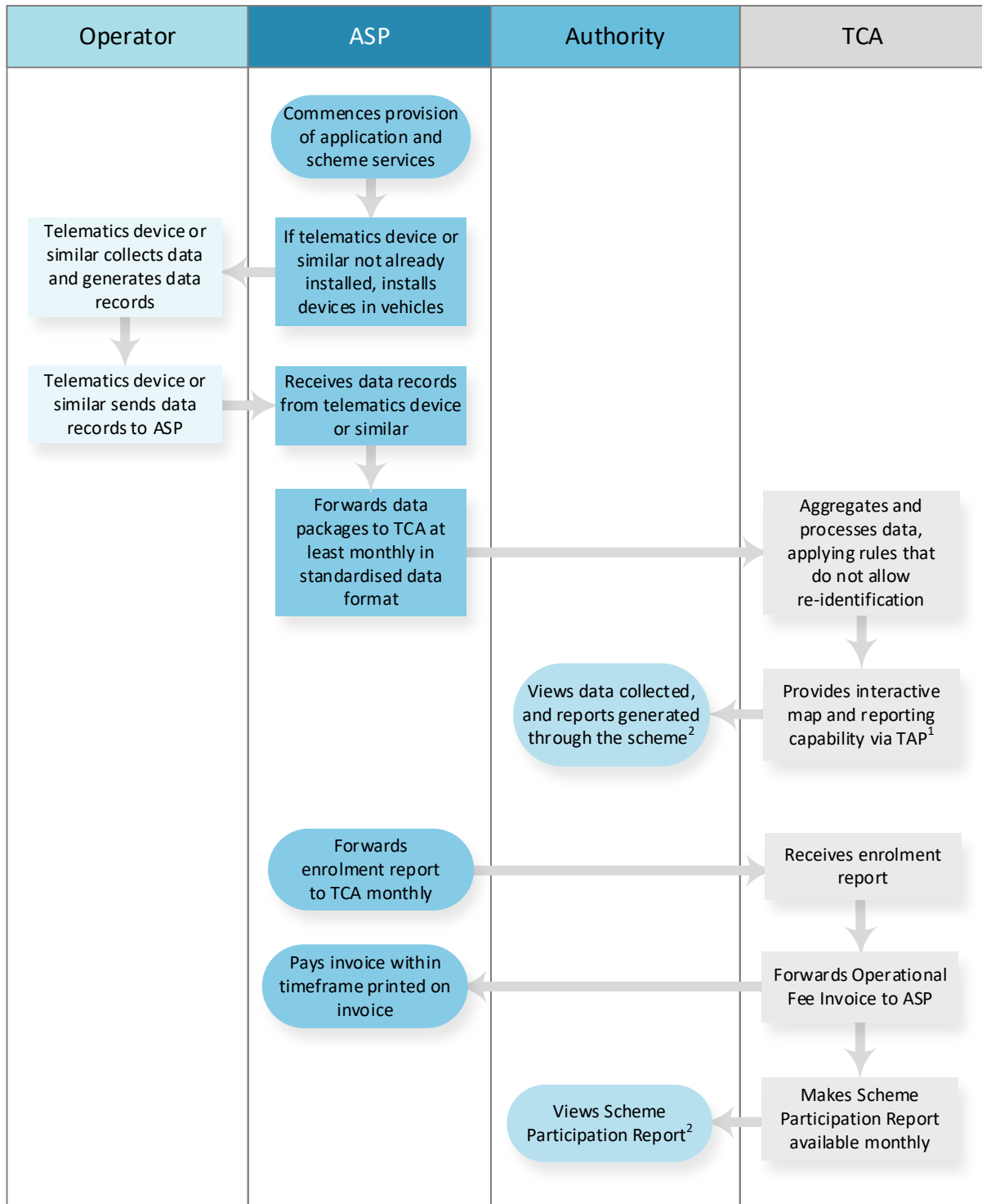


Figure 3 outlines the key actions related to data collection, record generation and reporting.

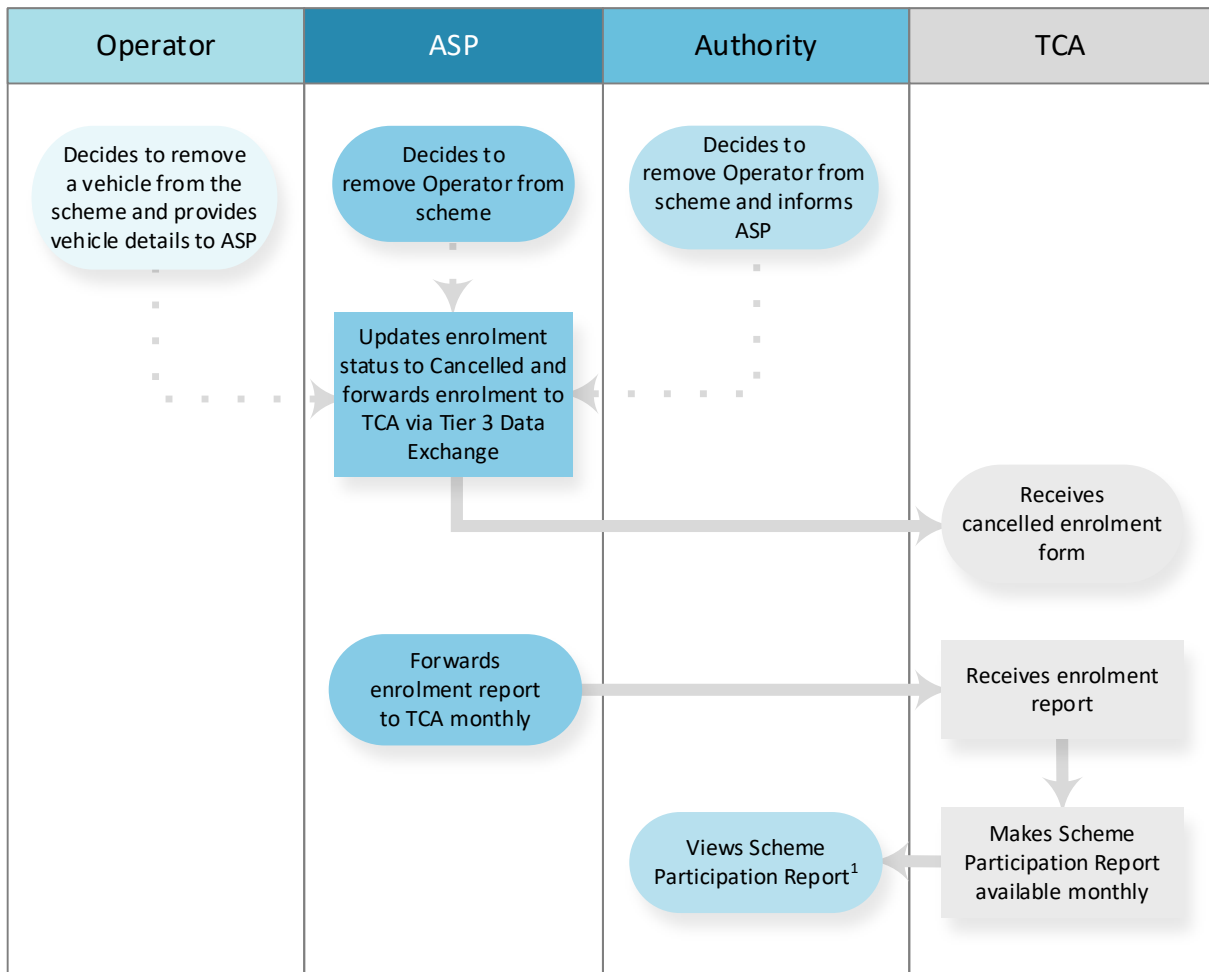
Figure 3: Reporting Processes



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



1. Local governments in NSW may also view this information.

2.4 Roles and Responsibilities

In delivering the objectives of a RIM PBS Vehicle Monitoring Scheme (NSW), **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 participating local governments in NSW 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 participating local governments in NSW with reporting outlined in 2.2e via TAP; and
- Ensure the confidentiality of ASP data is maintained.

The Authority will:

- Maintain policy 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; and
- 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 in the scheme, 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 application services for the scheme has been made;
- Be responsible for the installation (if not already installed), operation and maintenance of telematics devices (or similar) and the reporting of data received from those devices;
- 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; and
- 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;
- Obtain the applicable Notice or permit 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);
- Install telematics devices and engage an ASP to provide application services for the scheme; and
- 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
PBS	Performance-Based Standards
QML1	Quad-Axle Mass Limits 1
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.
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>

Term	Definition
bridge formulae compliance tier	<p>A method ('tier') that limits the effects caused by a PBS vehicle on any bridge on the route or network it requests access to.</p> <ul style="list-style-type: none"> • Tier 1 – General or Restricted Access: must meet bridge formulae listed in Section A4.5 of <i>PBS Standards and Vehicle Assessment Rules</i>, available from the NHVR website • Tier 2 – Special Access: Must not cause greater effects than those caused by existing commercial vehicles acceptable to the bridge owner • Tier 3 – Specific Link Access: Approval by the owners of the bridges to use all of the bridges on a specific link based on detailed individual bridge assessment. Any combination that uses quad axles will automatically be subjected to a Tier 3 assessment.
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.
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.
Performance-Based Standards (PBS)	An alternative compliance scheme for heavy vehicles setting minimum performance levels for safe and efficient operation (as opposed to standard prescriptive rules). Greater access is generally afforded for higher performance.
Quad-Axle Mass Limits 1 (QML1)	A PBS vehicle with a quad-axle group that meets requirements to operate at CML. See information sheet <i>PBS Combinations Fitted with Quad-Axle Groups</i> , available from the National Heavy Vehicle Regulator website.

Term	Definition
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.
vehicle category	A named business-level description of a prime mover/rigid truck and any trailers as defined by a vehicle category data set approved for use by TCA. Example: 'Semi Trailer 6 Axle'.

B RIM PBS Level 1 Vehicle Monitoring Scheme (NSW)

Purpose

The RIM PBS Level 1 Vehicle Monitoring Scheme (NSW) is a scheme administered by TfNSW to monitor road utilisation of PBS Level 1 vehicles up to 20 metres in length operating at GML, CML or QML1 and under the applicable instrument of access approval(see Background, Table 2) on the NSW road network (noting the Notice or permit conditions will be related to this network only, and any other Notices or permits that vehicles operate under are considered separately).

Background

To participate in the scheme, Operators must conform with the requirements specified within the Notice. Eligible PBS Level 1 vehicles must be fitted with a telematics device or similar.

TfNSW monitors vehicles enrolled in the scheme on routes as described in the applicable instrument of access approval and indicated on network maps available on the TfNSW website.

Scheme Features

Through TAP, the Authority and participating local governments in NSW will have access to specific reporting that includes road utilisation of enrolled vehicles on the NSW road network.

Other aspects of this scheme operate in accordance with generic PBS Vehicle Monitoring (NSW) processes, such as ASP Registration, Enrolment, Data Reporting, and Data Analysis and Reports. For more information, see 2.2.

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 Data Element Value
RIM PBS Level 1 Vehicle Monitoring Scheme (NSW)	RIMPBSL1	NSW

C RIM PBS Level 2A Vehicle Monitoring Scheme (NSW)

Purpose

The RIM PBS Level 2A Vehicle Monitoring Scheme (NSW) is a scheme administered by TfNSW to monitor road utilisation of the PBS Level 2A vehicles up to 26 metres in length operating at GML, CML or QML1 and under the applicable instrument of access approval (see Background, Table 2) on the NSW road network (noting the Notice or permit conditions will be related to this network only, and any other Notices or permits that vehicles operate under are considered separately).

Background

To participate in the scheme, Operators must conform with the requirements specified within the Notice. Eligible PBS Level 2A vehicles must be fitted with a telematics device or similar.

TfNSW monitors vehicles enrolled in the scheme on routes as described in the applicable instrument of access approval and indicated on network maps available on the TfNSW website.

Scheme Features

Through TAP, the Authority and participating local governments in NSW will have access to specific reporting that includes road utilisation of enrolled vehicles on the applicable NSW road network.

Other aspects of this scheme operate in accordance with generic PBS Vehicle Monitoring (NSW) processes, such as ASP Registration, Enrolment, Data Reporting, and Data Analysis and Reports. For more information, see 2.2.

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 C.1: Scheme Name and Authority Code

Scheme Name (full)	Scheme Data Element Value (e.g. for enrolment form or report)	Authority Code Data Element Value
RIM PBS Level 2A Vehicle Monitoring Scheme (NSW)	RIMPBSL2A	NSW

D RIM PBS Level 2B Vehicle Monitoring Scheme (NSW)

Purpose

The RIM PBS Level 2B Vehicle Monitoring Scheme (NSW) is a scheme administered by TfNSW to monitor road utilisation of PBS Level 2B vehicles up to 30 metres in length operating at GML, CML or QML1, and under the applicable instrument of access approval (see Background, Table 2) on the NSW road network (noting the Notice or permit conditions will be related to this network only, and any other Notices or permits that vehicles operate under are considered separately).

Background

To participate in the scheme, Operators must conform with the requirements specified within the Notice. Eligible PBS Level 2B vehicles must be fitted with a telematics device or similar.

TfNSW monitors vehicles enrolled in the scheme on routes as described in the applicable instrument of access approval and indicated on network maps available on the TfNSW website.

Scheme Features

Through TAP, the Authority and participating local governments in NSW will have access to specific reporting that includes road utilisation of enrolled vehicles on the NSW road network.

Other aspects of this scheme operate in accordance with generic PBS Vehicle Monitoring (NSW) processes, such as ASP Registration, Enrolment, Data Reporting, and Data Analysis and Reports. For more information, see 2.2.

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 D.1: Scheme Name and Authority Code

Scheme Name (full)	Scheme Data Element Value (e.g. for enrolment form or report)	Authority Code Data Element Value
RIM PBS Level 2B Vehicle Monitoring Scheme (NSW)	RIMPBSL2B	NSW

E RIM PBS Level 3A Vehicle Monitoring Scheme (NSW)

Purpose

The RIM PBS Level 3A Vehicle Monitoring Scheme (NSW) is a scheme administered by TfNSW to monitor road utilisation of the PBS Level 3A vehicles up to 36.5 metres in length operating at GML, CML or QML1, and under the applicable instrument of access approval (see Background, Table 2) on the NSW road network (noting the Notice or permit conditions will be related to this network only, and any other Notices or permits that vehicles operate under are considered separately).

Background

To participate in the scheme, Operators must conform with the requirements specified within the Notice. Eligible PBS Level 3A vehicles must be fitted with a TCA-approved telematics device or similar.

TfNSW monitors vehicles enrolled in the scheme on routes as described in the applicable instrument of access approval and indicated on network maps available on the TfNSW website.

Scheme Features

Through TAP, the Authority and participating local governments in NSW will have access to specific reporting that includes road utilisation of enrolled vehicles on the NSW road network.

Other aspects of this scheme operate in accordance with generic PBS Vehicle Monitoring (NSW) processes, such as ASP Registration, Enrolment, Data Reporting, and Data Analysis and Reports. For more information, see 2.2.

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 E.1: Scheme Name and Authority Code

Scheme Name (full)	Scheme Data Element Value (e.g. for enrolment form or report)	Authority Code Data Element Value
RIM PBS Level 3A Vehicle Monitoring Scheme (NSW)	RIMPBSL3A	NSW

F RIM PBS Level 3B Vehicle Monitoring Scheme (NSW)

Purpose

The RIM PBS Level 3B Vehicle Monitoring Scheme (NSW) is a scheme administered by TfNSW to monitor road utilisation of PBS Level 3B up to 42 metres in length operating at GML, CML or QML1, and under the applicable NHVR permit (see Background, Table 2) on the NSW road network (noting the permit to operate will be related to this network only, and any other Notices or permits that vehicles operate under are considered separately).

Background

To participate in the scheme, Operators must conform with the requirements specified within the applicable permit on the NHVR website. Eligible PBS Level 3B vehicles must be fitted with a TCA-approved telematics device or similar.

TfNSW monitors vehicles enrolled in the scheme on routes as described in the applicable permit and indicated on network maps available on the TfNSW website.

Scheme Features

Through TAP, the Authority and participating local governments in NSW will have access to specific reporting that includes road utilisation of enrolled vehicles on the NSW road network.

Other aspects of this scheme operate in accordance with generic PBS Vehicle Monitoring (NSW) processes, such as ASP Registration, Enrolment, Data Reporting, and Data Analysis and Reports. For more information, see 2.2.

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 F.1: Scheme Name and Authority Code

Scheme Name (full)	Scheme Data Element Value (e.g. for enrolment form or report)	Authority Code Data Element Value
RIM PBS Level 3B Vehicle Monitoring Scheme (NSW)	RIMPBSL3B	NSW

G RIM PBS Level 4A Vehicle Monitoring Scheme (NSW)

Purpose

The RIM PBS Level 4A Vehicle Monitoring Scheme (NSW) is a scheme administered by TfNSW to monitor road utilisation of the PBS Level 4A vehicles up to 53.5 metres in length operating at GML, CML or QML1, and under the applicable instrument of access approval (see Background, Table 2) on the NSW road network (noting the Notice or permit conditions will be related to this network only, and any other Notices or permits that vehicles operate under are considered separately).

Background

To participate in the scheme, Operators must conform with the requirements specified within the Notice. Eligible PBS Level 4A vehicles must be fitted with a TCA-approved telematics device or similar.

TfNSW monitors vehicles enrolled in the scheme on routes as described in the applicable instrument of access approval and indicated on network maps available on the TfNSW website.

Scheme Features

Through TAP, the Authority and participating local governments in NSW will have access to specific reporting that includes road utilisation of enrolled vehicles on the NSW road network.

Other aspects of this scheme operate in accordance with generic PBS Vehicle Monitoring (NSW) processes, such as ASP Registration, Enrolment, Data Reporting, and Data Analysis and Reports. For more information, see 2.2.

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 G.1: Scheme Name and Authority Code

Scheme Name (full)	Scheme Data Element Value (e.g. for enrolment form or report)	Authority Code Data Element Value
RIM PBS Level 4A Vehicle Monitoring Scheme (NSW)	RIMPBSL4A	NSW

H RIM PBS Level 4B Vehicle Monitoring Scheme (NSW)

Purpose

The RIM PBS Level 4B Vehicle Monitoring Scheme (NSW) is a scheme administered by TfNSW to monitor road utilisation of PBS Level 4B up to 60 metres in length operating at GML, CML or QML1, and under the applicable NHVR permit (see Background, Table 2) on the NSW road network (noting the permit to operate will be related to this network only, and any other Notices or permits that vehicles operate under are considered separately).

Background

To participate in the scheme, Operators must conform with the requirements specified within the applicable permit on the NHVR website. Eligible PBS Level 4B vehicles must be fitted with a TCA-approved telematics device or similar.

TfNSW monitors vehicles enrolled in the scheme on routes as described in the permit and indicated on network maps available on the TfNSW website.

Scheme Features

Through TAP, the Authority and participating local governments in NSW will have access to specific reporting that includes road utilisation of enrolled vehicles on the NSW road network.

Other aspects of this scheme operate in accordance with generic PBS Vehicle Monitoring (NSW) processes, such as ASP Registration, Enrolment, Data Reporting, and Data Analysis and Reports. For more information, see 2.2.

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 H.1: Scheme Name and Authority Code

Scheme Name (full)	Scheme Data Element Value (e.g. for enrolment form or report)	Authority Code Data Element Value
RIM PBS Level 4B Vehicle Monitoring Scheme (NSW)	RIMPBSL4B	NSW



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