
TMA Containerised Freight Vehicle Monitoring Schemes (WA)



**Schemes using the Telematics Monitoring Application
(TMA) for Main Road Western Australia**

December 2024

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About Us

Transport Certification Australia (TCA) is a centre of excellence within Austroads, responsible for assessing and recognising telematics and other vehicle-based technologies. Through its administration of the National Telematics Framework, TCA helps Australian and New Zealand transport agencies collect data from vehicles in ways that are trusted by government and industry, and to provide data and analytical services that enable improved road outcomes.

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1 Introduction

1.1 Purpose

This document describes the following TMA Containerised Freight Vehicle Monitoring Schemes (WA), which are made available by Main Roads Western Australian (MRWA), and are associated with the Telematics Monitoring Application (TMA):

- TMA Containerised Freight Vehicle with Smart OBM Monitoring Scheme (WA)
- TMA Containerised Freight Vehicle without Smart OBM Monitoring Scheme (WA)

TMA Containerised Freight Vehicle Monitoring Schemes (WA) will enable monitoring of eligible heavy vehicles carrying containerised freight on the Western Australian road network.

1.2 Scope

This document describes the TMA Containerised Freight Vehicle Monitoring Schemes (WA) and how they are used with the TMA application.

The following information is included:

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

1.3 Background

A containerised freight vehicle to be enrolled under this scheme is a heavy vehicle that carries standardised and reusable intermodal containers to import or export various products. These schemes were developed to allow MRWA to monitor the movements (and mass, as applicable) of containerised freight vehicles in Western Australia, in schemes operating at Level 2 Assurance.

To participate in a TMA Containerised Freight Vehicle Monitoring Scheme (WA), a transport operator ('Operator') must conform with the requirements specified within the instrument of access approval, which consists of a Western Australian government permit. Eligible vehicles are defined in the instrument of access approval.

Enrolment in the TMA application is performed by the 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 Notice.

If a Smart OBM system is required by a scheme, the Smart OBM system supplier (or Operator-nominated personnel that the supplier authorises as suitably trained) is responsible for the installation of a Smart OBM system in the vehicle being utilised in accordance with the instrument of access approval.

Note: If Smart OBM is not required by a scheme, an enrolled vehicle must be weighed at a weigh station and that data must be reported to MRWA. Weigh station data will not be part of that scheme. For more information on weigh station requirements, see Appendix C.

The ASP is responsible for the collection of data from vehicles enrolled in accordance with the requirements of the TMA application for the scheme.

ASPs provide data records to TCA. TCA analyses the data and makes reporting available to MRWA via the Telematics Analytics Platform (TAP).

The TMA application³ is offered at Level 2 Assurance appropriate to these vehicles (see Appendix A for a definition of Level 2 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 (and Smart OBM system if applicable) may be in the form of type-approval or an equivalent approval mechanism acceptable to TCA. ASPs must meet applicable requirements in the functional and technical specification, irrespective of the approval mechanism.

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

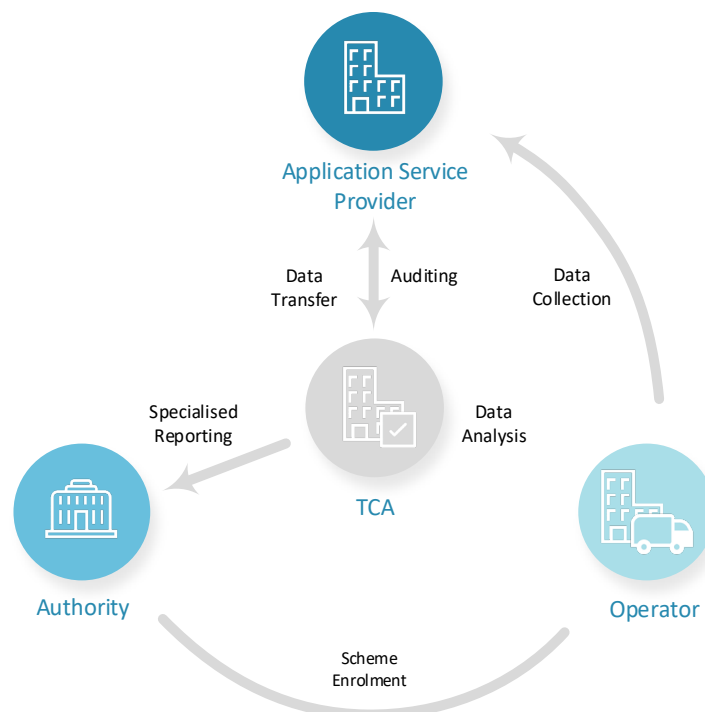
2 TMA Containerised Freight Vehicle Monitoring Schemes (WA)

2.1 Participants

Figure 1 outlines the key interactions between participants for the use of the TMA application for a TMA Containerised Freight Vehicle Monitoring Scheme (WA):

- MRWA, 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. The Authority may conduct compliance activities as necessary.
- Operators are vehicle operators that agree to enrol vehicles into the scheme, and consent to their data collected through the TMA 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, certified by TCA, offer telematics services (hardware, software and associated processes) to enable enrolment of eligible vehicles in the TMA 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 TMA 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 analysis, and makes standard and specialised reporting available to 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: Interactions between scheme participants are consistent with interactions between TMA application participants and are not specific to the scheme.

2.2 Common Scheme Features

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

a. ASP Certification

TCA will certify ASPs to provide services for the TMA application.

Note: In the ASP–TCA Certification Agreement, TCA will note any supported optional features of the TMA application that the ASP may provide services for. Not all ASPs will necessarily support all optional features.

b. Enrolment

ASPs will enrol vehicles in the TMA application and a TMA Containerised Freight Vehicle Monitoring Scheme (WA) 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 TMA Containerised Freight Vehicle Monitoring Scheme (WA).

Figure 3 shows the reporting processes for a TMA Containerised Freight Vehicle Monitoring Scheme (WA).

Figure 4 shows the enrolment cancellation and reporting processes for a TMA Containerised Freight Vehicle Monitoring Scheme (WA).

c. Devices and Data Collection

The device used in the TMA application is a telematics device, approved by TCA for use at Level 2 Assurance or higher.

The telematics device will collect:

- Position data at 30-second intervals
- Date and time data.

The following applies **only** if required by a scheme:

- If vehicle configuration and mass data is required, the data will be collected from vehicles with a Smart OBM system (i.e. an OBM system approved by TCA to Category B or C) installed. The Smart OBM system shall collect the mass data at 5-minute intervals.

Note:

- Refer to the scheme descriptions in the appendices of this document to determine whether the scheme requires this optional feature.*
- Refer to the note under 2.2a regarding ASP support of optional features in the context of certification.*
- OBM systems are unable to provide reliable axle mass readings when a vehicle is in motion. The collection of mass records every 5 minutes is specifically for data analysis and the identification of possible changes to the load of a vehicle category.*

d. Data Reporting

The ASP shall transfer data records collected through the TMA application to TCA no less frequently than each week, and as described in *Telematics Monitoring Application Functional and Technical Specification*.

e. Data Analysis and Reporting

TCA will make data analysis and reporting available to the Authority through TAP.

Through TAP, the Authority will have access to:

- Interactive maps, which represent identifiable data using data elements collected as part of a TMA Containerised Freight Vehicle Monitoring Scheme (WA); and
- Specific reporting required for scheme management.

Note:

- (i) *The type, number, frequency and graphical output of specific reporting to the Authority will be subject to agreed terms reached between TCA and the Authority.*
- (ii) *The TMA application relies on changes in vehicle position records over a 30-second period to derive vehicle speed. Average and maximum vehicle speed results are estimates only, and may be influenced by factors such as road geometry and Global Navigation Satellite System (GNSS) quality. Authorities should exercise caution when interpreting vehicle speed derived from the TMA application.*

The use of TMA for a TMA Containerised Freight Vehicle Monitoring Scheme (WA) is intended to provide a basic representation of vehicle movements based on the data collected and the use of data for the intended purpose of the scheme (as agreed by the Operator in the ASP–Operator Agreement).

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 a TMA Containerised Freight Vehicle Monitoring Scheme (WA)• Count of vehicles enrolled in a TMA Containerised Freight Vehicle Monitoring Scheme (WA) that TCA received data from• Vehicles enrolled in a TMA Containerised Freight Vehicle Monitoring Scheme (WA) 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 a TMA Containerised Freight Vehicle Monitoring Scheme (WA)• Count of ASPs reporting data for vehicles enrolled in a TMA Containerised Freight Vehicle Monitoring Scheme (WA)

2.3 Key Scheme Processes

Figure 3 outlines the key actions taken by each participant during the pre-enrolment stage of the operation of a TMA Containerised Freight Vehicle Monitoring Scheme (WA).

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

Figure 2: Pre-Enrolment Process

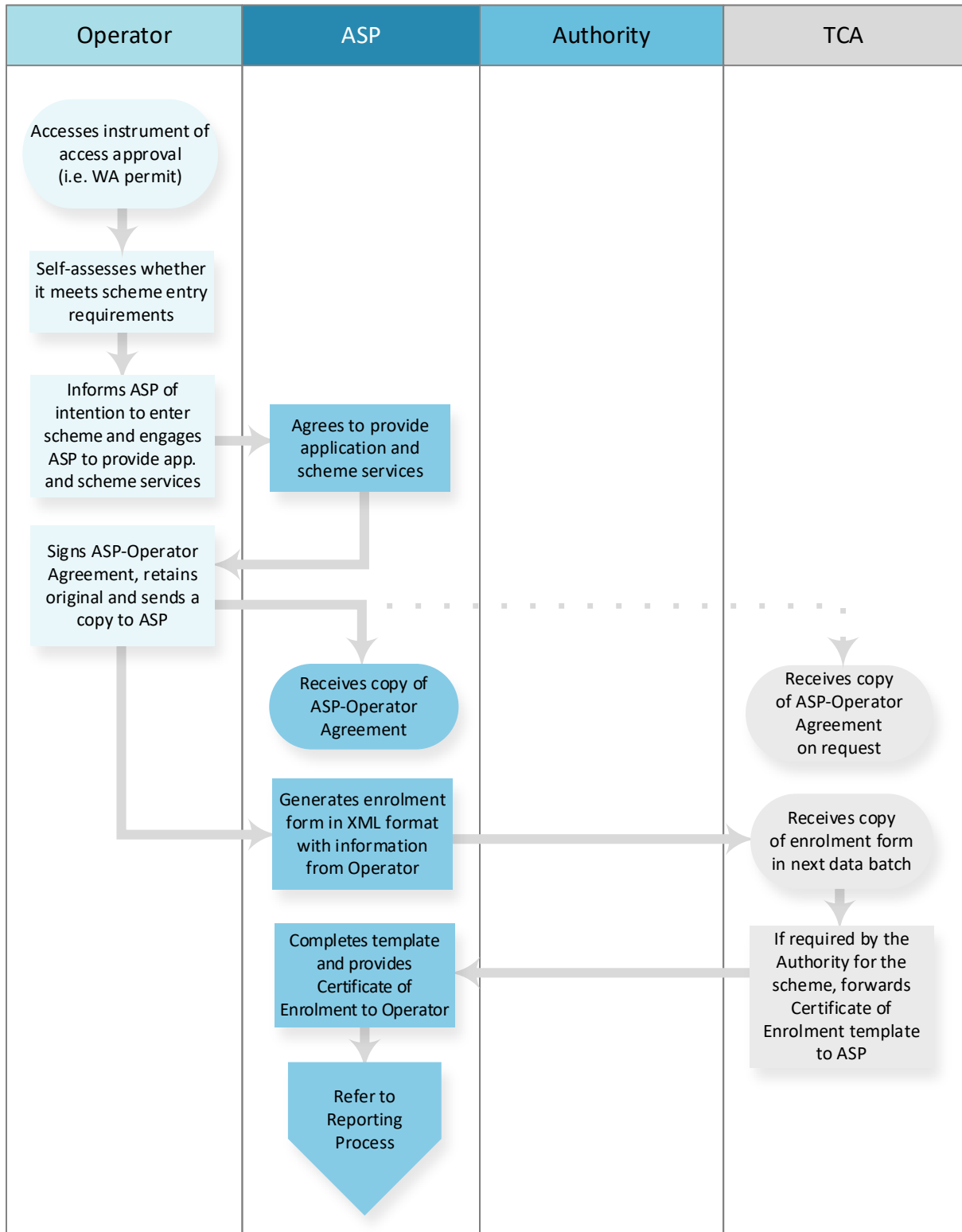
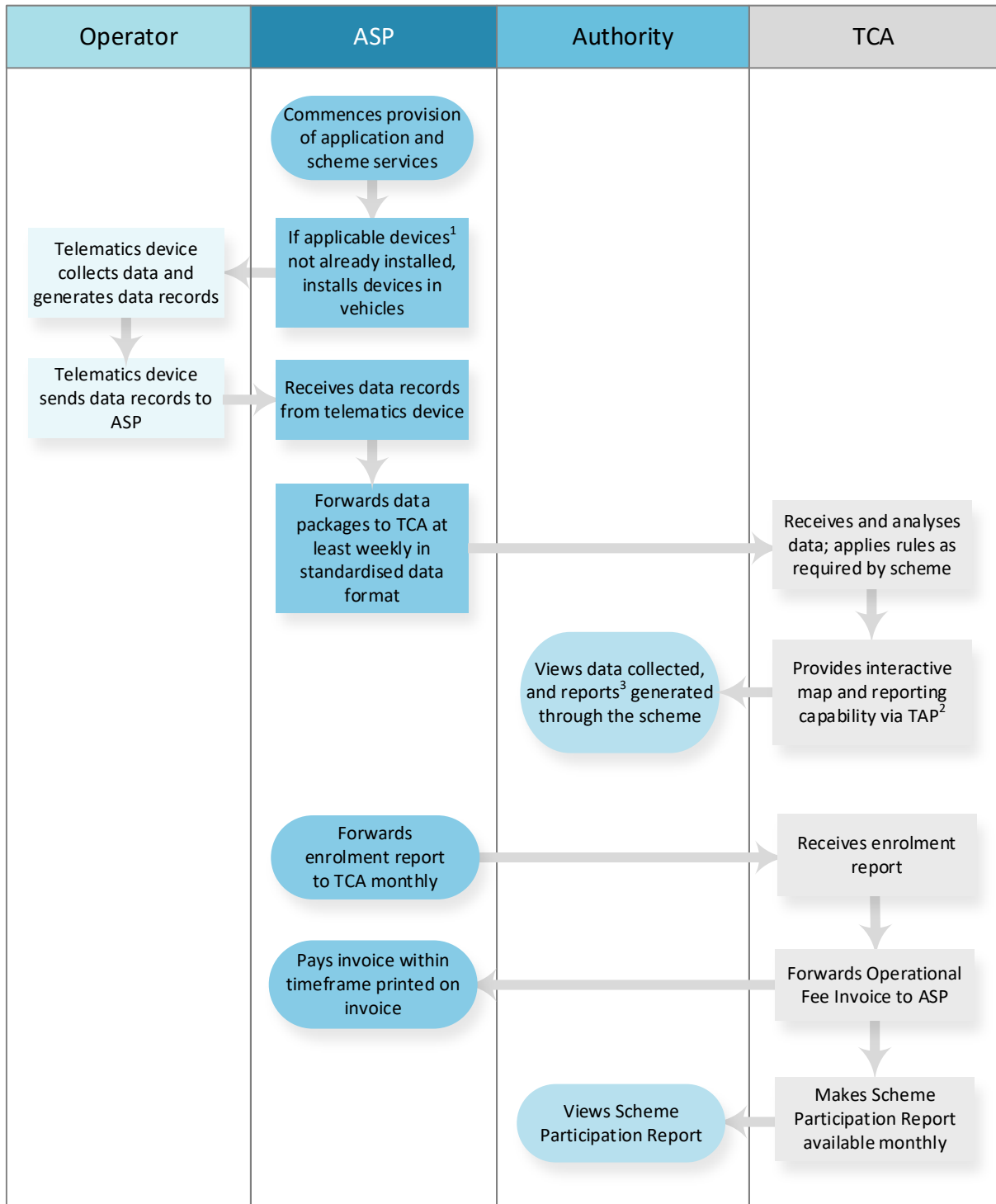


Figure 4 outlines the key actions related to data collection, record generation and reporting.

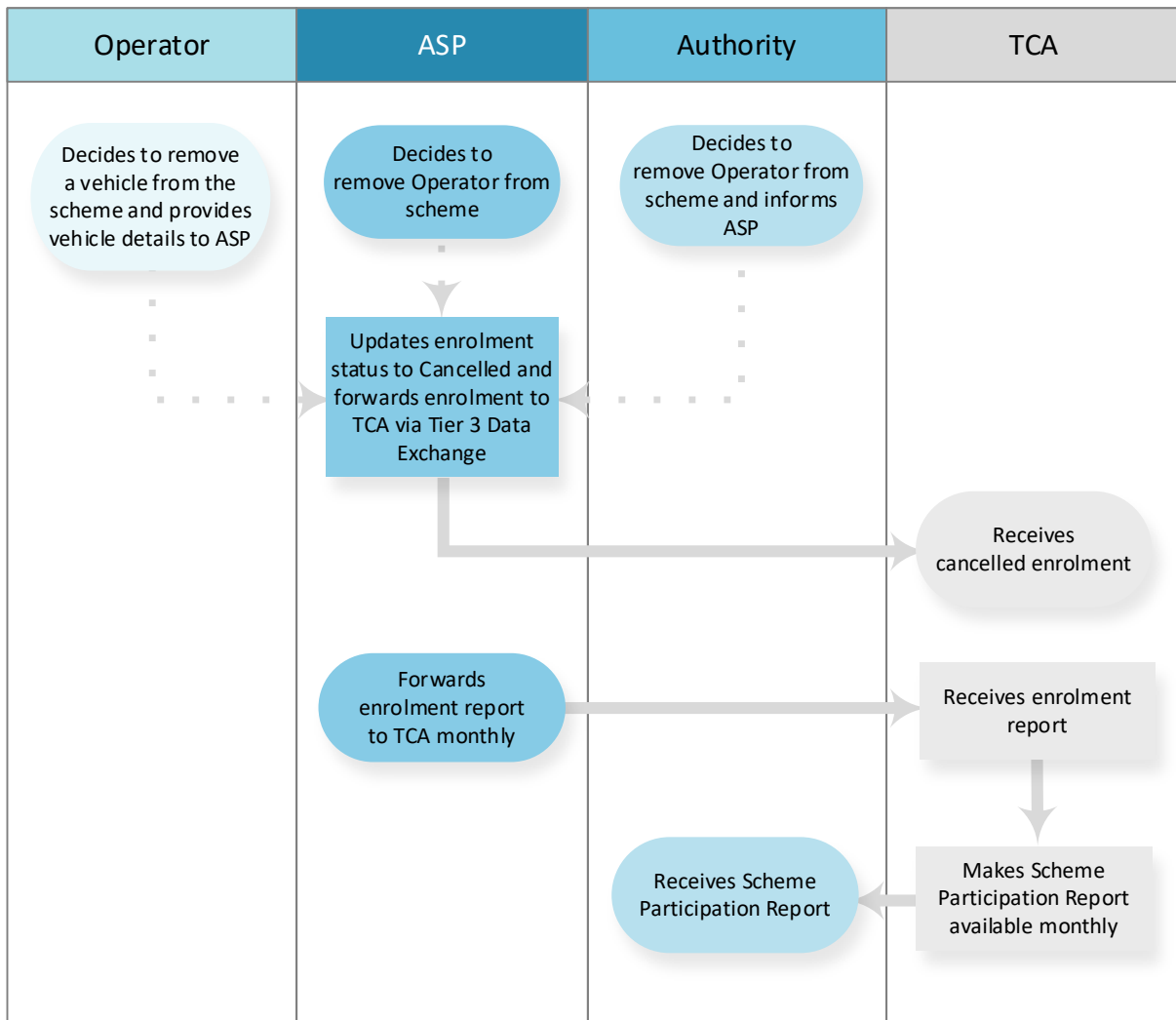
Figure 3: Reporting Processes



1. Applicable devices include a TCA-approved telematics device, and:
 - If required by a scheme, a TCA-approved OBM system at Category B or C
2. Data will be updated weekly.
3. The Authority will nominate the locations that will be subject to location-based reports (subject to agreed terms).

Cancellation of enrolment may be initiated by the Operator, the Authority or the ASP.
 Figure 5 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 a TMA Containerised Freight Vehicle Monitoring Scheme (WA), **TCA** will:

- Provide a document (this document) describing the use of the scheme as part of the TMA application
- Produce or maintain collateral, as necessary, to support the scheme. Examples include the provision of current versions of:
 - *Telematics Monitoring Application Functional and Technical Specification*
 - *Telematics Business-to-Business Data Exchange Functional and Technical Specification*
 - *Telematics Device Functional and Technical Specification*
 - (as required by a scheme) *On-Board Mass System Functional and Technical Specification*;
 - (as required by a scheme) *Interconnectivity of Telematics Device with Other Systems Functional and Technical Specification*
- Support the reporting of data records via Tier 3 Data Exchange using a RESTful application programming interface (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 to access reporting generated by the scheme (in accordance with the intended purpose as agreed by the Operator in the ASP–Operator Agreement), and any malfunctions associated with vehicles enrolled in the scheme
- Maintain the cloud environment and databases, etc. for receipt of data records from the TMA application
- Produce and execute an ASP–TCA Certification Agreement, which formalises the relationship between TCA and the ASP with regard to ASP certification, or update the current Agreement
- Assess and certify whether an ASP meets requirements to provide TMA services (with the Smart OBM feature if applicable to the scheme)
- Approve devices used in the scheme
- Ensure the intellectual property rights of ASPs are protected when assessing whether an ASP can meet operational requirements of the scheme
- If required by the Authority, provide certified ASPs with the Certificate of Enrolment template
- At the end of each month, forward Operational Fee Invoices to ASPs upon receipt of enrolment reports
- With the ASP, monitor via TAP whether a device malfunction has been resolved within agreed timeframes
- Notify the ASP when data from an enrolled vehicle has not been received for one month, followed by the Authority if unresolved
- Provide the Authority with reporting outlined in 2.2e via TAP
- Ensure the confidentiality of ASP data is maintained
- Unless directed by the Authority and consented to by the Operator, de-identify the TMA data it has received relating to the Operator’s nominated vehicle(s) 12 months from its receipt of the data.

The Authority will:

- Maintain documentation required by the Authority for the scheme
- Undertake program coordination activities related to the scheme with TCA
- Monitor whether device malfunctions have been resolved within agreed timeframes
Note: TCA will notify the ASP when data has not been received for one month, followed by the Authority if unresolved.
- 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 Smart OBM systems if applicable to the scheme) and the reporting of data received from those devices, and as described in the *Telematics Monitoring Application Functional and Technical Specification*
- Upon request from TCA, and as applicable to a scheme, obtain from the Smart OBM system supplier (or Operator-nominated personnel that the supplier authorises as suitably trained) records of installation, operation, calibration, programmed maintenance and remediation-of-malfunction activity of individual Smart OBM systems and forward them to TCA
- 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; report the malfunction (unidentifiable) to TCA within the required time period; monitor via TAP whether the device malfunction has been resolved within agreed timeframes; and notify TCA when the malfunction has been resolved
- 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 as made available by MRWA and determine whether they meet those conditions
- Access the instrument of access approval from the MRWA website 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 TMA ASP–Operator Agreement
- Follow rules for enrolment in the scheme

-
- If authorised by the Smart OBM system supplier to do so, and as applicable to a scheme, maintain records of installation, operation, calibration, programmed maintenance and remediation-of-malfunction activity for individual Smart OBM systems
 - 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
GNSS	Global Navigation Satellite System
NHVR	National Heavy Vehicle Regulator
NTF	National Telematics Framework
TAP	Telematics Analytics Platform
TMA	Telematics Monitoring Application
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 certified by TCA as meeting the requirements of one of more telematics applications.
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–TCA Certification Agreement	The written agreement made between an ASP and TCA that recognises the fact that the ASP, having satisfied TCA’s requirements for appointment as an ASP, is appointed in that capacity, and sets out the legal obligations of each party with respect to the ongoing role of the ASP.
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> <i>Note: The functions associated with an Authority may involve a road authority or regulator, or both, as applicable to the scheme.</i>
connected device	Any device or technology connected to a telematics device.
containerised freight vehicle	A heavy vehicle that carries standardised and reusable containers to import or export various products

Term	Definition
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.
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 2 Assurance	Independent assessment of specific elements of a telematics application. Telematics data is combined with other data sources.
OBM system	<p>A device which determines the mass of axle groups of a vehicle.</p> <p>TCA categorises OBM systems as follows:</p> <ul style="list-style-type: none"> • Category A – OBM systems in this category electronically display collected data to drivers and/or loaders. • Category B – OBM systems in this category also collect data and transfer the collected data to a telematics device using a mechanism agreed and implemented by the manufacturer of the telematics device and the OBM system. • Category C – OBM systems in this category collect data and transfer data records in a standardised way to a telematics device (in accordance with <i>Interconnectivity of Telematics Device with Other Systems Functional and Technical Specification</i>).
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.
Smart OBM system	An OBM system approved by TCA to Category B or C. <i>See also: OBM system.</i>
telematics device	The primary TCA-approved telematics unit that monitors vehicle parameters, which may include identity, datetime, location, speed, vehicle category or mass.
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.

Term	Definition
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 dataset approved for use by TCA. Example: 'Semi Trailer 6 Axle'.
vehicle configuration	A technical representation of the on-road footprint of the vehicle (that is, the number and configuration of trailers and axle groups), and is determined using data from the OBM system and data supplied by the ASP. It is typically captured with axle group pattern notation, for example '2-44/S444' for the vehicle category of Semi Trailer 6 Axle.

B TMA Containerised Freight Vehicle with Smart OBM Monitoring Scheme (WA)

Purpose

The TMA Containerised Freight Vehicle Monitoring Scheme with Smart OBM (WA) is a scheme administered by MRWA to monitor road utilisation of heavy vehicles carrying containerised freight, where mass is monitored by a TCA-approved Smart OBM system, operating under permit on the Western Australian road network.

Background

To participate in the scheme, Operators must conform with the requirements specified within the applicable permit.

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

Scheme Features

Through TAP, the Authority will have access to reporting as described in 2.2e that includes road utilisation of enrolled vehicles on the Western Australia road network.

Eligible vehicles may be enrolled in the scheme and must be fitted with a TCA-approved telematics device and TCA-approved Smart OBM system.

Other aspects of this scheme operate in accordance with generic TMA Containerised Freight Vehicle Monitoring Scheme (WA) processes, such as ASP Certification, 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
TMA Containerised Freight Vehicle with Smart OBM Monitoring Scheme (WA)	TMACFMASWA	WA

C TMA Containerised Freight Vehicle without Smart OBM Monitoring Scheme (WA)

Purpose

The TMA Containerised Freight Vehicle without Smart OBM Monitoring Scheme (WA) is a scheme administered by MRWA to monitor road utilisation of heavy vehicles carrying containerised freight, where mass is monitored via weigh stations, operating under permit on the Western Australian road network.

Note: Data generated by weigh stations is not part of this scheme, and is reported separately to MRWA.

Background

To participate in the scheme, Operators must conform with the requirements specified within the applicable permit.

Note: For vehicles eligible to enrol in this scheme, permit conditions require enrolled vehicles to be weighed at weigh stations along their route. That data must be reported to MRWA, and is not part of this scheme. For more information on the monitoring of mass at weigh stations, see the document Accredited Containerised Freight Period Permit Operating Conditions, available at <https://www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/containerised-freight/>.

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

Scheme Features

Through TAP, the Authority will have access to reporting as described in 2.2e that includes road utilisation of enrolled vehicles on the Western Australia road network.

Eligible vehicles may be enrolled in the scheme and must be fitted with a TCA-approved telematics device.

Other aspects of this scheme operate in accordance with generic TMA Containerised Freight Vehicle Monitoring Scheme (WA) processes, such as ASP Certification, 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
TMA Containerised Freight Vehicle without Smart OBM Monitoring Scheme (WA)	TMACFNOMASSWA	WA



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