

English Version

**Intelligent transport systems - Cooperative ITS - Using V2I
and I2V communications for applications related to
signalized intersections (ISO/TS 19091:2019)**

Systèmes intelligents de transport - Coopérative ITS -
Utilisation de communications V2I et I2V pour des
applications relatives aux intersections signalées
(ISO/TS 19091:2019)

Intelligente Transportsysteme - Kooperative ITS -
Nutzung von V2I und I2V-Kommunikation für
Anwendungen bezogen auf Signalanlagen an
Kreuzungen (ISO/TS 19091:2019)

This Technical Specification (CEN/TS) was approved by CEN on 14 June 2019 for provisional application.

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Contents	Page
European foreword.....	3

European foreword

This document (CEN ISO/TS 19091:2019) has been prepared by Technical Committee ISO/TC 204 "Intelligent transport systems" in collaboration with Technical Committee CEN/TC 278 "Intelligent transport systems" the secretariat of which is held by NEN.

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This document supersedes CEN ISO/TS 19091:2017.

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Endorsement notice

The text of ISO/TS 19091:2019 has been approved by CEN as CEN ISO/TS 19091:2019 without any modification.

Contents	Page
Foreword	vi
Introduction	vii
1 Scope	1
2 Normative references	1
3 Terms and definitions	2
4 Abbreviated terms	10
5 General description (informative)	12
5.1 Overview	12
5.2 Functional model	12
5.2.1 Description	12
5.2.2 Architecture	14
5.2.3 Message interactions	16
5.2.4 Common operational assumptions	16
5.3 Safety use cases	18
5.3.1 Intent	18
5.3.2 Additional assumptions	18
5.3.3 Architecture implications	18
5.4 Mobility/sustainability use cases	19
5.4.1 Intent	19
5.4.2 Additional assumptions	19
5.4.3 Architecture implications	19
5.5 Priority/pre-emption use cases	20
5.5.1 Intent	20
5.5.2 Additional assumptions	21
5.5.3 Architecture implications	21
5.5.4 Public transport signal priority application	22
5.5.5 Freight vehicle signal priority application	23
5.5.6 Emergency (public safety) vehicle pre-emption application	25
6 Function description (informative)	25
6.1 Public safety vehicle	26
6.1.1 Broadcast public safety vehicle information	26
6.1.2 Broadcast emergency response indication	26
6.2 Signal pre-emption	26
6.2.1 Signal pre-empt request (normal power)	26
6.2.2 Signal pre-empt request (high power)	26
6.2.3 Request signal pre-empt — Message identifier	27
6.2.4 Request signal pre-empt — Intersection identifier	27
6.2.5 Request signal pre-empt — Approach lane	27
6.2.6 Request signal pre-empt — Egress lane	27
6.2.7 Request signal pre-empt — Vehicle class	27
6.2.8 Request signal pre-empt — Time of service	27
6.2.9 Request signal pre-empt — Vehicle identity	28

6.2.10	Request signal pre-empt — Vehicle location and speed	28
6.2.11	Request signal pre-empt — Cancellation	28
6.2.12	Request signal pre-empt — Transaction identifier	28
6.2.13	Request signal pre-empt — Duration	28
6.3	Public transport and commercial vehicle	28
6.3.1	Broadcast priority requesting vehicle information	28
6.4	Signal priority requirements	29
6.4.1	Signal priority request	29
6.4.2	Request signal priority — Message identifier	29
6.4.3	Request signal priority — Intersection identifier	29
6.4.4	Request signal priority — Approach lane	29
6.4.5	Request signal priority — Egress lane	29
6.4.6	Request signal priority — Vehicle class	30
6.4.7	Request signal priority — Time of service	30
6.4.8	Request signal priority — Vehicle identity	30
6.4.9	Request signal priority — Vehicle location and speed	30
6.4.10	Request signal priority — Service information	30
6.4.11	Request signal priority cancellation	31
6.4.12	Request signal priority — Priority request level	31
6.4.13	Request signal priority — Transaction identifier	31
6.4.14	Request signal priority — Duration	31
6.4.15	Request signal priority — Transit schedule	31
6.5	Broadcast area's geometrics	31
6.5.1	Broadcast roadway geometrics	31
6.5.2	Broadcast roadway geometrics — Message identifier	31
6.5.3	Broadcast intersection — Identifier	32
6.5.4	Broadcast intersection — Reference point	32
6.5.5	Broadcast intersection — Lane/approach default width	32
6.5.6	Broadcast intersection — Egress lanes/approach	32
6.5.7	Broadcast intersection — Ingress lanes/approach	32
6.5.8	Broadcast intersection — Lane/approach number	32
6.5.9	Broadcast intersection — Lane/approach centerline coordinates	32
6.5.10	Broadcast intersection — Vehicle lane/approach manoeuvres	33
6.5.11	Broadcast intersection — Pedestrian crossing lane/approach manoeuvres	33
6.5.12	Broadcast intersection — Special lane/approach manoeuvres	34
6.5.13	Broadcast intersection — Version identifier	34
6.5.14	Broadcast intersection — Crossings	34
6.5.15	Broadcast intersection — Lane/approach width	34
6.5.16	Broadcast intersection — Node lane/approach width	34
6.5.17	Broadcast intersection — Egress connection	35
6.5.18	Broadcast intersection — Traffic control	35
6.5.19	Broadcast intersection — Traffic control by lane/approach	35
6.5.20	Broadcast road conditions	35
6.5.21	Broadcast intersection — Signal group	35
6.6	Broadcast GNSS augmentation details	35
6.6.1	Broadcast GNSS augmentations	35
6.6.2	Broadcast GNSS augmentation detail — NMEA	36
6.6.3	Broadcast GNSS augmentation detail — RTCM	36
6.7	Signalized intersection requirements	36
6.7.1	Broadcast signal phase and timing information	36
6.7.2	Broadcast signal phase and timing — Message identifier	36
6.7.3	Broadcast signal phase and timing — Intersection identifier	36

6.7.4	Broadcast signal phase and timing — Intersection status	36
6.7.5	Broadcast signal phase and timing — Timestamp	37
6.7.6	Broadcast manoeuvre — Signal group	37
6.7.7	Broadcast manoeuvre — Manoeuvre state	37
6.7.8	Broadcast manoeuvre — Vehicular state	37
6.7.9	Broadcast manoeuvre — Pedestrian state	37
6.7.10	Broadcast manoeuvre — Special state	37
6.7.11	Broadcast manoeuvre — Time of change — Minimum	37
6.7.12	Broadcast manoeuvre — Time of change — Maximum	38
6.7.13	Broadcast manoeuvre — Succeeding signal indications	38
6.7.14	Broadcast manoeuvre — Succeeding signal indication time of change	39
6.7.15	Broadcast manoeuvre pending manoeuvre start time	39
6.7.16	Broadcast manoeuvre — Pedestrian detect	39
6.7.17	Broadcast manoeuvre — Pedestrian call	39
6.7.18	Broadcast manoeuvre — Optimal speed information	39
6.7.19	Broadcast manoeuvre — Signal progression information	39
6.7.20	Broadcast manoeuvre — Egress lane queue	39
6.7.21	Broadcast manoeuvre — Egress lane storage availability	40
6.7.22	Broadcast manoeuvre — Wait indication	40
6.8	Broadcast cross traffic sensor information	40
6.9	Broadcast vulnerable road user sensor information	40
6.10	Broadcast dilemma zone violation warning	40
6.11	Broadcast signal preferential treatment status	40
6.11.1	Broadcast preferential treatment — Signal status message	40
6.11.2	Broadcast preferential treatment — Message identifier	41
6.11.3	Broadcast preferential treatment — Intersection identifier	41
6.11.4	Broadcast preferential treatment — Intersection status	41
6.11.5	Broadcast preferential treatment — Prioritization request status	41
6.11.6	Broadcast preferential treatment — Vehicle source	41
6.11.7	Broadcast preferential treatment — Transaction identifier	41
6.12	Message identifier	41
6.13	System performance requirements	42
6.13.1	Broadcast intersection — Computed lane/approach	42
6.14	Transmission rates — Signal preferential treatment	42
6.14.1	Maximum transmission rate — Request signal preferential treatment	42
6.14.2	Maximum response time — Request signal preferential treatment	42
6.14.3	Minimum transmission rate — Signal status message	42
6.14.4	Minimum transmission period — Signal status message	42
6.15	Transmission rate requirements — Broadcast roadway geometrics information	42
6.15.1	Minimum transmission rate — Broadcast roadway geometrics information	43
6.15.2	Maximum transmission rate — Broadcast roadway geometrics information	43
6.15.3	Default transmission rate — Broadcast roadway geometrics information	43
6.16	Transmission rate requirements — GNSS augmentations detail broadcasts	43
6.16.1	Minimum transmission rate — GNSS augmentation details broadcasts	43
6.16.2	Default transmission rate — GNSS augmentation details broadcasts	43
6.17	Transmission rate requirements — Broadcast signal phase and timing information	43
6.17.1	Minimum transmission rate — Broadcast signal phase and timing information	43
6.17.2	Maximum transmission rate — Broadcast signal phase and timing information	43
6.17.3	Default transmission rate — Broadcast signal phase and timing information	43
6.18	Transmission rate requirements — Broadcast cross traffic sensor information	44
6.18.1	Minimum transmission rate — Broadcast cross traffic sensor information	44
6.18.2	Maximum transmission rate — Broadcast cross traffic sensor information	44
6.18.3	Default transmission rate — Broadcast cross traffic sensor information	44

6.19	Transmission rate requirements — Broadcast vulnerable road user sensor information	44
6.19.1	Transmission rate — Broadcast vulnerable road user sensor information	44
6.19.2	Maximum transmission rate — Broadcast vulnerable road user sensor information	44
6.19.3	Default transmission rate — Broadcast vulnerable road user sensor information.....	44
7	Messages	44
8	Conformance	45
Annex A (informative)	Use cases.....	46
Annex B (informative)	Use case to requirements traceability	110
Annex C (informative)	Requirements traceability matrix.....	127
Annex D (normative)	Extension procedures	143
Annex E (normative)	Profile A for J2735™	144
Annex F (normative)	Profile B for J2735™	148
Annex G (normative)	Profile C for J2735™	173
Bibliography	233

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 204, *Intelligent transport systems*.

This second edition cancels and replaces the first edition (ISO/TS 19091:2017), which has been technically revised.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

Cooperative-ITS (C-ITS) is a promising and remarkable advancement of intelligent transport systems (ITS). Numerous cooperative applications are specified that open up new possibilities to make traffic safer, more efficient, and smarter. Technologies are developed and improved to realize and support those new services and applications. To enable those applications, information needs to be reliably communicated between the stationary infrastructure and mobile vehicles.

This document describes the use cases for several applications that address safety, mobility, and ecological sustainability. Each use case has information needs that communication between vehicles and the infrastructure facilitate. It then identifies the information needs for the applications and the requirements to satisfy them. In turn, it maps the requirements into data frames and data elements to fulfil the requirements within the specified message set.

ISO 22951 has a relationship to this document. PRESTO addresses its user needs through the implementation of a specific system architecture similar to that described in NTCIP 1211. This architecture includes traffic signals, message signs, routing systems, human machine interfaces, and fixed detection locations. Many of PRESTO's data value details are "left undefined to allow for discretionary definition by each country." The PRESTO architecture detects priority requesting vehicles by installing specific detection equipment at these locations.

This document uses a similar set of user needs to develop the message set between vehicles and the roadside equipment they interface. This document does not address the system architecture other than data needed to fulfil the user needs that will be managed elsewhere in the architecture. It details data values and structures in order to define the interface between these two devices. Routing information is supported in the architecture through other mechanisms and is not a need supported by the vehicle to roadside equipment information flows. The user needs also provide for priority by approach, a preconfigured strategy, and ingress/egress lane requests. This document is based on vehicles periodically broadcasting their location and trajectory information to other vehicles and the roadside infrastructure. This document complements ISO 22951 as it provides for vehicle location and request information directly from connected vehicles rather than the detection of the vehicles from other fixed sensing equipment. It does not address the architecture data flows and operations that are detailed within ISO 22951. In other terms, this document provides a connected vehicle alternative for request and status communication without impacting the back office or local intersection operations of priority management.

Intelligent transport systems — Cooperative ITS — Using V2I and I2V communications for applications related to signalized intersections

1 Scope

This document defines the message, data structures, and data elements to support exchanges between the roadside equipment and vehicles to address applications to improve safety, mobility and environmental efficiency. In order to verify that the defined messages will satisfy these applications, a systems engineering process has been employed that traces use cases to requirements and requirements to messages and data concepts.

This document consists of a single document that contains the base specification and a series of annexes. The base specification lists the derived information requirements (labelled informative) and references to other standards for message definitions where available. Annex A contains descriptions of the use cases addressed by this document. Annexes B and C contain traceability matrices that relate use cases to requirements and requirements to the message definitions (i.e. data frames and data elements). The next annexes list the base message requirements and application-oriented specific requirements (requirements traceability matrix) that map to the message and data concepts to be implemented. As such, an implementation consists of the base plus an additional group of extensions within this document.

Details on information requirements, for other than SPaT, MAP, SSM, and SRM messages are provided in other International Standards. The focus of this document is to specify the details of the SPaT, MAP, SSM, and SRM supporting the use cases defined in this document. Adoption of these messages varies by region and their adoption can occur over a significant time period.

This document covers the interface between roadside equipment and vehicles. Applications, their internal algorithms, and the logical distribution of application functionality over any specific system architecture are outside the scope of this document.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

NOTE As this document contains multiple profiles, the reference's associated profile(s) are listed within braces.

ISO 22951, *Data dictionary and message sets for preemption and prioritization signal systems for emergency and public transport vehicles (PRESTO)* {A, B}

ISO 26684, *Intelligent transport systems (ITS) — Cooperative intersection signal information and violation warning systems (CIWS) — Performance requirements and test procedures* {B}

SAE J2735:2016, *Dedicated Short Range Communications (DSRC) Message Set Dictionary* {A, B, C}

ARIB STD-T109, *700 MHz Band Intelligent Transport Systems* {B}

ITS FORUM RC-010, *700 MHz Band Intelligent Transport Systems — Extended Functions Guideline*, published on March 15, 2012 {B}

ETSI/TS 102 894-2 V1.3.1, *Intelligent Transport Systems (ITS); Users and applications requirements; Part 2: Applications and facilities layer; common data dictionary* {C}

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

NOTE This document requires the understanding of the terminology used in the context of C-ITS and the various devices involved in its implementation. As a result, the following terms contain important information to set the context of the discussions which follow in the remaining sections of this document.

3.1 active manoeuvre

traveller paths (vehicles, pedestrians, bicyclists, etc.) that are allowed and have the right of way to enter and move through the path

Note 1 to entry: This term supersedes allowed movements which means, in the context of this document, the directions of manoeuvre that are legally allowed at a specific point in time based upon the state of the intersection signals.

Note 2 to entry: Formerly known as active movement.

3.2 aftermarket safety device ASD

connected device (3.8) in a *vehicle* (3.50) that operates while the vehicle is mobile, but which is not fully integrated into the vehicle systems (as opposed to an OEM device that is pre-installed into the vehicle systems)

3.3 allowed manoeuvre

traveller paths, e.g. vehicles, pedestrians, bicyclists, legally permitted to be performed when moving from/into a *lane* (3.21) or between lanes

3.4 application

software designed to help users perform particular tasks or handle particular types of problems, as distinct from software that controls the computer itself

Note 1 to entry: In the context of this document, it is a software program that provides functionality to realize safety, mobility, and environmental benefits.

[SOURCE: ISO/IEC 26514:2008, 4.5, modified – Term ‘application software’ changed to ‘application’ and Note 1 to entry added.]