TASUDE ELEKTROONILINE KOGUMINE. RAKENDUSLIIDESE MÄÄRATLUS AUTONOOMSÜSTEEMIDELE. OSA 2: SIDE JA ÜHENDUS ALUMISTE KIHTIDEGA

Electronic fee collection - Application interface definition for autonomous systems - Part 2: Communication and connection to the lower layers (ISO 17575-2:2016)

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NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 17575-2:2016 sisaldab Euroopa standardi EN ISO 17575-2:2016 ingliskeelset teksti.	This Estonian standard EVS-EN ISO 17575-2:2016 consists of the English text of the European standard EN ISO 17575-2:2016.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 24.02.2016.	Date of Availability of the European standard is 24.02.2016.
Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

Tagasisidet standardi sisu kohta on võimalik edastada, kasutades EVS-i veebilehel asuvat tagasiside vormi või saates e-kirja meiliaadressile standardiosakond@evs.ee.

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English Version

Electronic fee collection - Application interface definition for autonomous systems - Part 2: Communication and connection to the lower layers (ISO 17575-2:2016)

Perception du télépéage - Définition de l'interface d'application pour les systèmes autonomes - Partie 2: Communications et connexions aux couches basses (ISO 17575-2:2016)

Elektronische Gebührenerhebung - Definition der Anwendungsschnittstelle für autonome Systeme - Teil 2: Kommunikation und Verbindung mit den unteren Schichten (ISO 17575-2:2016)

This European Standard was approved by CEN on 11 December 2015.

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European foreword

This document (EN ISO 17575-2:2016) 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.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by August 2016, and conflicting national standards shall be withdrawn at the latest by August 2016.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes CEN ISO/TS 17575-2:2010.

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Endorsement notice

The text of ISO 17575-2:2016 has been approved by CEN as EN ISO 17575-2:2016 without any modification.

Contents

Page

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).

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

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: Foreword - Supplementary information

The committee responsible for this document is ISO/TC 204, *Intelligent transport systems*.

This edition of ISO 17575-2 cancels and replaces ISO/TS 17575-2:2010, which has been technically revised. The following changes have been made:

— conversion from a Technical Specification to an International Standard;

— editorial and formal corrections as well as changes to improve readability.

ISO 17575 consists of the following parts, under the general title *Electronic fee collection — Application interface definition for autonomous systems*:

— *Part 1: Charging*

— *Part 2: Communication and connection to the lower layers*

— *Part 3: Context data*

In this edition of the ISO 17575-series the contents of ISO/TS 17575-4:2011 were incorporated into ISO 17575-3:2016. ISO/TS 17575-4:2011 will be withdrawn once ISO 17575-3 has been published.

Introduction

0.1 Autonomous systems

ISO 17575 is a series of standards defining the information exchange between the Front End and the Back End in electronic fee collection (EFC) based on autonomous on-board equipment (OBE). EFC systems automatically collect charging data for the use of road infrastructure including motorway tolls, zone-based fees in urban areas, tolls for special infrastructure like bridges and tunnels, distance-based charging and parking fees.

Autonomous OBE operates without relying on dedicated road-side infrastructure by employing wide-area technologies such as Global Navigation Satellite Systems (GNSS) and Cellular Networks (CN). These EFC systems are referred to by a variety of names. Besides the terms autonomous systems and GNSS/CN systems, the terms GPS/GSM systems and wide-area charging systems are also in use.

Autonomous systems use satellite positioning, often combined with additional sensor technologies such as gyroscopes, odometers and accelerometers, to localize the vehicle and to find its position on a map containing the charged geographic objects, such as charged roads or charged areas. From the charged objects, the vehicle characteristics, the time of day and other data that are relevant for describing road use, the tariff and ultimately the road usage fee are determined.

Two strengths of the autonomous approach to electronic fee collection are its flexibility, allowing the implementation of almost all conceivable charging principles, and its independence from local infrastructure, thereby predisposing this technology towards interoperability across charging systems and countries. Interoperability can only be achieved with clearly defined interfaces, which is the aim and justification of ISO 17575.

0.2 Business architecture

This part of ISO 17575 complies with the business architecture defined in ISO 17573. According to this architecture, the toll charger is the provider of the road infrastructure and, hence, the recipient of the road usage charges. The toll charger is the actor associated with the toll charging role (see Figure 1).

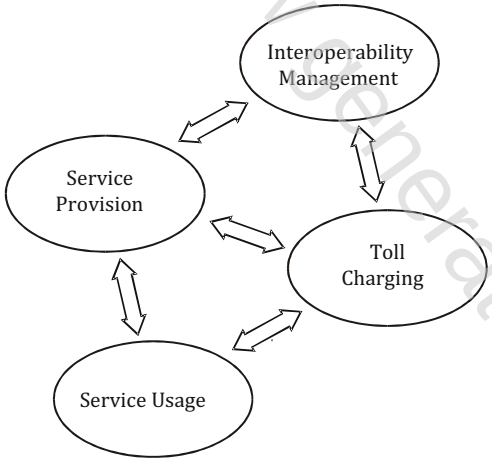

Figure 1 — The role-based model underlying ISO 17575

Service providers issue OBE to the users of the road infrastructure. Service providers are responsible for operating OBE that will record the amount of road usage in all toll charging systems the vehicle passes through and for delivering the charging data to the individual toll chargers. In general, each service provider delivers charging data to several toll chargers and, in general, each toll charger receives charging data from more than one service provider. Interoperability management, as shown in Figure 1, comprises all specifications and activities that define and maintain a set of rules that govern the overall toll charging environment.

0.3 Technical architecture

The technical architecture of Figure 2 is independent of any particular practical realization. It reflects the fact that some processing functionalities can either be allocated to the OBE or to an associated off-board component (proxy). An example of processing functionality that can be realized either on- or off-board is map-matching, where the vehicle locations in terms of measured coordinates from GNSS are associated to geographic objects on a map that either reside on- or off-board. Also, the computation of tariffs can be done with OBE tariff tables and processing, or with an off-board component.

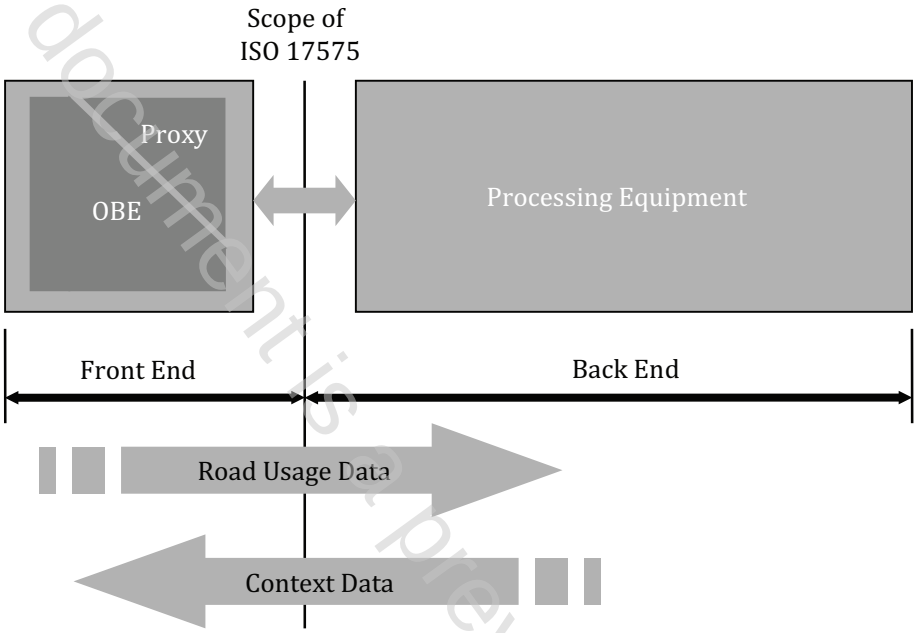

Figure 2 — Assumed technical architecture and interfaces

The combined functionality of OBE and proxy is denoted as Front End. A Front End implementation where processing is predominately on the OBE-side is known as a smart client (or intelligent client, fat client) or edge-heavy. A Front End where processing is mostly done off-board is denoted as thin-client or edge-light architecture. Many implementations between the "thin" and "thick" extremes are possible, as depicted by the gradual transition in the wedges in Figure 2. Both extremes of architectural choice have their merits and are one means where manufacturers compete with individual allocations of functionality between on-board and central resources.

Especially for thin client OBE, manufacturers might devise a wide variety of optimizations of the transfer of localization data between OBE and off-board components, where proprietary algorithms are used for data reduction and data compression. Standardization of this transfer is neither fully possible nor beneficial.

0.4 Location of the specification interface

In order to abstract from, and become independent of, these architectural implementation choices, the primary scope of ISO 17575 is the data exchange between Front End and Back End (see the corresponding vertical line in Figure 2). For every toll regime, the Back End will send context data, i.e. a description of the toll regime in terms of charged objects, charging rules and, if required, the tariff scheme to the Front End, and will receive usage data from the Front End.

It has to be noted also that the distribution of tasks and responsibilities between service provider and toll charger will vary individually. Depending on the local legal situation, toll chargers will require "thinner" or "thicker" data, and might or might not leave certain data processing tasks to service providers. Hence, the data definitions in ISO 17575 may be useful on several interfaces.

ISO 17575 also provides for basic media-independent communication services that may be used for communication between Front End and Back End, which might be line-based or an air-link, and can also be used for the air-link between OBE and central communication server.

0.5 The parts of ISO 17575

Part 1: Charging, defines the attributes for the transfer of usage data from the Front End to the Back End. The contents of charge reports might vary between toll regimes, hence, attributes for all requirements are offered, ranging from attributes for raw localization data, for map-matched geographic objects and for completely priced toll transactions. A toll regime comprises a set of rules for charging, including the charged network, the charging principles, the liable vehicles and a definition of the required contents of the charge report.

Part 2: Communication and connection to lower layers, defines basic communication services for data transfer over the OBE air-link or between Front End and Back End. The data defined in ISO 17575-1 and ISO 17575-3 can but need not be exchanged using the communication stack as defined in ISO 17575-2.

Part 3: Context data, defines the data to be used for a description of individual charging systems in terms of charged geographical objects and charging and reporting rules. For every toll charger's system, attributes as defined in ISO 17575-3 are used to transfer data to the Front End in order to instruct it on which data to collect and report.

0.6 Application needs covered by ISO 17575

The ISO 17575 series of standards

— is compliant with the architecture defined in ISO 17573:2010,

— supports charges for use of road sections (including bridges, tunnels, passes, etc.), passage of cordons (entry/exit) and use of infrastructure within an area (distance, time),

— supports fee collection based on units of distance or duration, and based on occurrence of events,

— supports modulation of fees by vehicle category, road category, time of usage and contract type (e.g. exempt vehicles, special tariff vehicles, etc.),

— supports limiting of fees by a defined maximum per period of usage,

— supports fees with different legal status (e.g. public tax, private toll),

— supports differing requirements of different toll chargers, especially in terms of

  — geographic domain and context descriptions,

  — contents and frequency of charge reports,

  — feedback to the driver (e.g. green or red light), and

  — provision of additional detailed data on request, e.g. for settling of disputes,

— supports overlapping geographic toll domains,

— supports adaptations to changes in

  — tolled infrastructure,

  — tariffs, and

  — participating regimes, and

— supports the provision of trust guarantees by the service provider to the toll charger for the data originated from the Front End.

Electronic fee collection — Application interface definition for autonomous systems —

Part 2: Communication and connection to the lower layers

1 Scope

This part of ISO 17575 defines how to convey all or parts of the data element structure defined in other parts of ISO 17575 over any communication stack and media suitable for this application. It is applicable only to mobile communication links (although wired links, i.e. back office connections, can use the same methodology).

To establish a link to a sequence of service calls initializing the communication channel, addressing the reception of the message and forwarding the payload are required. The definition provided in this part of ISO 17575 includes the required communication medium independent services, represented by an abstract application programming interface (API).

The communication interface is implemented as an API in the programming environment of choice for the Front End (FE) system. The specification of the Back End (BE) API is outside the scope of this part of ISO 17575.

The definition of this API in concrete terms is outside of the scope of this part of ISO 17575. This part of ISO 17575 specifies an abstract API that defines the semantics of the concrete API as illustrated in Figure 3 and its protocol implementation conformance statement (PICS) proforma (see Annex B). An example of a concrete API is presented in Annex C. Where no distinction is made between the abstract and concrete communications APIs, the term “communications API” or just “API” can be used.

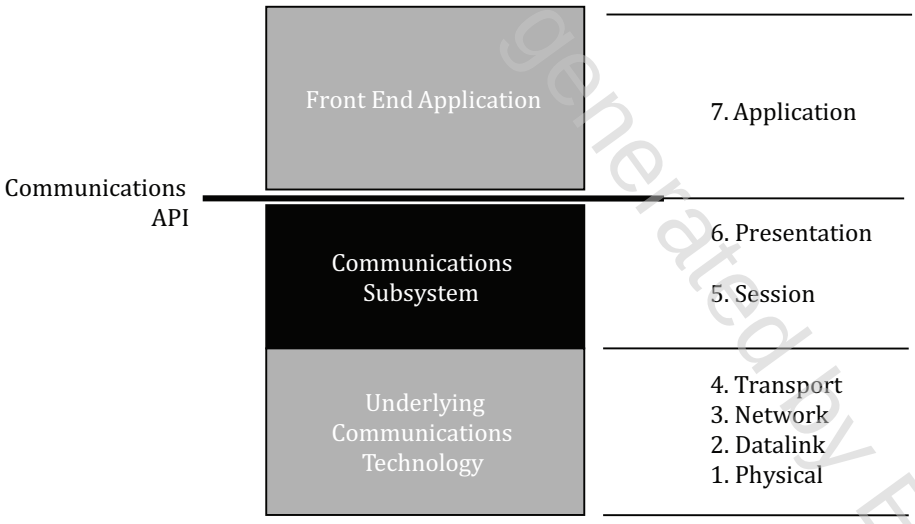

Figure 3 — Scope of this part of ISO 17575

This part of ISO 17575 also provides a detailed specification for the structure of associated API statements, an example on how to implement it and its role in a complex toll cluster such as the EETS (see Annex A to Annex E).