
Inteligentni transportni sistemi - Sporočila prometnih in potovalnih informacij prek kodiranih prometnih sporočil - 1. del: Kodirni protokol za radijski podatkovni sistem - Prometni sporočilni kanal (RDS-TMC), ki uporablja sistem ALERT C (ISO/DIS 14819-1:2011)

Intelligent transport systems - Traffic and travel information messages via traffic message coding - Part 1: Coding protocol for Radio Data System - Traffic Message Channel (RDS-TMC) using ALERT-C (ISO/DIS 14819-1:2011)

Intelligente Transportsysteme - Verkehrs- und Reiseinformationsbotschaften über Verkehrsbotschaftskodierung - Teil 1: Kodierprotokoll für Radiodatensysteme - Verkehrsbotschaftskanal (RDS-TMC) unter Nutzung von ALERT-C (ISO/DIS 14819-1:2011)

Systèmes intelligents de transport - Informations sur le trafic et le tourisme via le codage de messages sur le trafic - Partie 1: Protocole de codage pour le système de radiodiffusion de données (RDS) - Canal de messages d'informations sur le trafic (RDS-TMC) avec ALERT-C (ISO/DIS 14819-1:2011)

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**Intelligent transport systems - Traffic and travel information
messages via traffic message coding - Part 1: Coding protocol
for Radio Data System - Traffic Message Channel (RDS-TMC)
using ALERT-C (ISO/DIS 14819-1:2011)**

Systèmes intelligents de transport - Informations sur le
trafic et le tourisme via le codage de messages sur le trafic
- Partie 1: Protocole de codage pour le système de
radiodiffusion de données (RDS) - Canal de messages
d'informations sur le trafic (RDS-TMC) avec ALERT-C
(ISO/DIS 14819-1:2011)

This draft European Standard is submitted to CEN members for parallel enquiry. It has been drawn up by the Technical Committee CEN/TC 278.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

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Foreword

This document (prEN ISO 14819-1:2011) has been prepared by Technical Committee ISO/TC 204 "Intelligent transport systems" in collaboration with Technical Committee CEN/TC 278 "Road transport and traffic telematics" the secretariat of which is held by NEN.

This document is currently submitted to the parallel Enquiry.

This document will supersede EN ISO 14819-1:2003.

Endorsement notice

The text of ISO/DIS 14819-1:2011 has been approved by CEN as a prEN ISO 14819-1:2011 without any modification.

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Intelligent transport systems — Traffic and travel information messages via traffic message coding —

Part 1: Coding protocol for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C

Systèmes intelligents de transport — Informations sur le trafic et le tourisme via le codage de messages sur le trafic —

Partie 1: Protocole de codage pour le système de radiodiffusion de données (RDS) — Canal de messages d'informations sur le trafic (RDS-TMC) avec ALERT-C

[Revision of first edition (ISO 14819-1:2003)]

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ISO/CEN PARALLEL PROCESSING

This draft has been developed within the International Organization for Standardization (ISO), and processed under the **ISO-lead** mode of collaboration as defined in the Vienna Agreement.

This draft is hereby submitted to the ISO member bodies and to the CEN member bodies for a parallel five-month enquiry.

Should this draft be accepted, a final draft, established on the basis of comments received, will be submitted to a parallel two-month approval vote in ISO and formal vote in CEN.

In accordance with the provisions of Council Resolution 15/1993 this document is circulated in the English language only.

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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.

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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.

ISO 14819-1 was prepared by Technical Committee ISO/TC 204, *Intelligent Transport Systems*.

This second edition cancels and replaces the first edition (04/11 FJF/000), which has been technically revised.

ISO 14819 consists of the following parts, under the general title *Intelligent transport systems — Traffic and travel information messages via traffic message coding*:

— *Part 1: Coding protocol for Radio Data System -- Traffic Message Channel (RDS-TMC) using ALERT-C*

Introduction

Traffic and traveller information (TTI) may be disseminated through a number of services and means of communication to the end user, including static displays (e.g. Variable Message Signs), broadcast audio to car radios, broadcast data services to in-vehicle equipment (e.g. installed navigation system) and to nomadic device terminals (e.g. portable navigation device).

For all such services, the data to be disseminated and the message structure involved in the various interfaces require clear definition and standard formats, in order to allow competitive products to operate with any received data.

This standard describes the data specification for TTI messages, together with their network layer and their service layer, which shall be conveyed by the RDS-TMC feature, specified in IEC 62106 (Second edition – 2009).

The TTI information chain, from event to end-user is quite complex and the TISA value chain shown in Figure 1 helps to understand the key components:



Figure 1: The Traveller Information Services Association TTI value chain

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A number of entities (e.g. companies, businesses) take part in one or more activities to complete the activities shown in the value chain, two, in particular are described, for improved understanding:

Service Provider: An organisation that constructs a data service, by gathering data, processing data and supplying the data service. A Service Provider then negotiates for the use of the necessary data bandwidth with a Broadcaster and/or Transmission Operator. A Service Provider is responsible for the "quality" of data to his customers and must provide suitable customer support.

Broadcaster: A traditionally incorporated organisation responsible for a continuous strand of audio programmes and their quality. A broadcaster may also be responsible for overall co-ordination of "broadcast transmissions" (often a Broadcaster is the licensee of a national regulator). A Broadcaster may also be a Service Provider.

TTI services for travellers, using spoken radio reports and in-vision reports occupy broadcast air-time and whilst valuable to some, they are considered less useful by others, furthermore only some are useful for travellers on the move. Due to the widespread adoption of the Radio Data System, in VHF/FM broadcasting on Band II there is the possibility of transmitting coded TTI messages digitally and "silently" using the RDS-TMC feature, which avoids the interruption of planned programmes. This TTI delivery method has a number of advantages: TTI messages can be decoded into the language of the end user, regardless of location, more messages can be made available and planned broadcast programme interruption is avoided, so make delivery of TTI messages more timely and topical.

The ALERT-C protocol defined in this standard supports a data broadcasting service for travellers, providing information about many kinds of traffic and travel events. Messages include traffic incident information relating to national and regional routes and some urban roads and other information required by a traveller, such as roadworks and weather information.

This standard is based on the ALERT-C traffic message coding protocol, which was a product of DRIVE Project V1029, "RDS Advice and Problem Location for European Road Traffic". The RDS-ALERT project aimed to define standards for RDS-TMC, working in conjunction with the European Broadcasting Union (EBU) and the European Conference of Ministers of Transport (ECMT).

The standard has been implemented in many countries worldwide and, as a result of very extensive implementation experience, it has matured with many changes from the earliest version of the ALERT-C proposal of 1990. At that time CEN TC278 Sub-working group (SWG) 4.1 developed the coding protocol, herein and the event list described in EN ISO 14819-2; meanwhile CEN TC278 SWG7.3 developed the location referencing method which is described in EN ISO 14819-3. Subsequently the TMC Forum was responsible for collecting specific additions and improvements intended for inclusion in this standard. Latterly the Traveller Information Services Association (TISA) took over all responsibility (including TMC Forum legacy) for maintenance of this standard, which now includes an up to date set of industry supported enhancements to RDS-TMC.

The RDS system is fully described in IEC 62106 (Second edition – 2009) and it contains the 'hooks' to RDS-TMC, detailed in this standard; it employs a group structured data protocol. It uses type 3A groups defined to carry Open Data Application (ODA) identification and service and network layer information - this enables signalling of the TMC feature in other data groups. It uses type 8A groups defined to carry RDS-TMC messages and location information, together with TMC service tuning information.

Broadly two types of RDS-TMC services are required: one that is, in effect, free of charge at the point of use by an end user and thus uses un-encrypted data; and one that is paid-for using encrypted data. The conditional access capability was developed by the TMC Forum and is described in EN ISO 14819-6.

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Intelligent transport systems — Traffic and travel information messages via traffic message coding —

Part 1:

Coding protocol for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C

1 Scope

1.1 General Scope

The ALERT-C protocol is designed to provide mostly **event-orientated road end-user information** messages. Many "hooks" have been left for future development and indeed a **few status-orientated road end-user information** messages were included.

1.2 Content

The presentation section of the ALERT-C protocol specifies messages that may be presented to the user in accordance with the general requirements set out above. It defines the message structure and content, and its presentation to the end-user.

RDS-TMC messages are language-independent, and can be presented in the language of the user's choice. The ALERT-C protocol utilises a standardised Event List (EN ISO 14819-2) of event messages with their code values, which also includes general traffic problems and weather situations.

ALERT-C defines two categories of information within messages: basic and optional items. In principle, basic information is present in all messages. Optional information can be added to messages where necessary.

Standard RDS-TMC user messages provide the following five basic items of explicit, broadcast information:

1. **Event description**, giving details of road event situation, general traffic problems and weather situations (e.g. congestion caused by accident) and where appropriate its severity (e.g. resulting queue length).
2. **Location**, indicating the area, road segment or point location where the source of the problem is situated.
3. **Direction and Extent**, identifying the adjacent segments or specific point locations also affected by the incident, and where appropriate the direction of traffic affected.
4. **Duration**, giving an indication of how long the problem is expected to last.
5. **Diversion advice**, showing whether or not end-users are recommended to find and follow an alternative route.

Optional information can be added to any message using one or more additional RDS data groups. This optional addition can give greater detail or can deal with unusual situations. Any number of additional fields can in principle be added to each basic message, subject only to a maximum message length of five RDS data groups.