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**Intelligent transport systems —  
Framework for cooperative telematics  
applications for regulated commercial  
freight vehicles (TARV) —**

Part 13:

**"Mass" information for jurisdictional  
control and enforcement**

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*Systèmes intelligents de transport — Cadre pour applications  
télématiques coopératives pour véhicules de fret commercial  
réglementé (TARV)*

<https://standards.iteh.ai/en/standards/iso-ts/ecc38013-95df-4a65-bba7-dbd3e7706fd3e/iso-ts-15638-13-2015>



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ISO copyright office  
Ch. de Blandonnet 8 • CP 401  
CH-1214 Vernier, Geneva, Switzerland  
Tel. +41 22 749 01 11  
Fax +41 22 749 09 47  
copyright@iso.org  
www.iso.org

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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.

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](http://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](http://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 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*.

ISO 15638 consists of the following parts, under the general title *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV)*:

- Part 1: Framework and architecture
- Part 2: Common platform parameters using CALM
- Part 3: Operating requirements, 'Approval Authority' procedures, and enforcement provisions for the providers of regulated services
- Part 5: Generic vehicle information
- Part 6: Regulated applications
- Part 7: Other applications
- Part 8: Vehicle access management
- Part 9: Remote electronic tachograph monitoring (RTM)
- Part 10: Emergency messaging system/eCall (EMS)
- Part 11: Driver work records
- Part 12: Vehicle mass monitoring
- Part 13: 'Mass' information for jurisdictional control and enforcement
- Part 14: Vehicle access control
- Part 15: Vehicle location monitoring
- Part 16: Vehicle speed monitoring

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- *Part 17: Consignment and location monitoring*
- *Part 18: ADR (Dangerous Goods) transport monitoring (ADR)*
- *Part 19: Vehicle parking facilities (VPF)*

The following parts are under preparation:

- *Part 4: System security requirements*

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## Introduction

Many ITS technologies have been embraced by commercial transport *operators* (4.39) and freight owners, in the areas of fleet management, safety and security. *Telematics* (4.52) applications have also been developed for governmental use. Such regulatory services in use or being considered vary from *jurisdiction* (4.34) to *jurisdiction*, but include electronic on-board recorders, digital *tachograph* (4.51), on-board *mass* (4.37) monitoring, *Mass* (4.37) information for jurisdictional control and enforcement, vehicle *access* (4.1) *methods*, *hazardous goods* (4.29) tracking and e-call (4.25). Additional applications with a regulatory impact being developed include fatigue management, speed monitoring and heavy vehicle penalties imposed based on location, distance and time.

In such an emerging environment of regulatory and *commercial applications* (4.16), it is timely to consider an overall *architecture* (4.12) (business and functional) that could support these functions from a single platform within a commercial freight vehicle that operates within such regulations. International Standards will allow for a speedy development and *specification* (4.50) of new applications that build upon the functionality of a generic specification platform. A suite of standards deliverables is required to describe and define the *framework* (4.28) and requirements so that the on-board equipment and back office systems can be commercially designed in an open market to meet common requirements of *jurisdictions* (4.34).

This suite of standards addresses and defines the *framework* (4.28) for a range of cooperative *telematics* (4.52) applications for *regulated vehicles* (4.43) (such as *access methods* (4.3), driver fatigue management, speed monitoring, on-board *mass* (4.37) monitoring, penalties and enforcement). The overall scope includes the concept of operation, legal and regulatory issues, and the generic cooperative provision of services to *regulated vehicles* (4.43), using an on-board ITS platform. The *framework* is based on a (multiple) *service provider* (4.48) oriented approach with provisions for the *approval* (4.9) and *auditing* (4.13) of *service providers*.

This suite of standards deliverables will

- provide the basis for future development of cooperative *telematics* (4.52) applications for *regulated vehicles* (4.43). Many elements to accomplish this are already available. Existing relevant standards will be referenced, and the *specifications* (4.50) will use existing standards (such as *CALM*) wherever practicable,
- allow for a powerful platform for highly cost-effective delivery of a range of *telematics* applications for *regulated vehicles* (4.43),
- a business *architecture* (4.12) based on a (multiple) *service provider* (4.48) oriented approach, and
- address legal and regulatory aspects for the *approval* (4.9) and *auditing* (4.13) of *service providers*.

This suite of standards deliverables is timely as many governments (Europe, North America, Asia and Australia/New Zealand) are considering the use of *telematics* (4.52) for a range of regulatory purposes. Ensuring that a single in-vehicle platform can deliver a range of services to both government and industry through open standards and competitive markets is a strategic objective.

This part of ISO 15638 provides *specifications* (4.50) for *Mass* (4.37) information for jurisdictional control and enforcement.

NOTE 1 The definition of what comprises a 'regulated' vehicle is regarded as an issue for National decision, and may vary from *jurisdiction* (4.36) to *jurisdiction*. This suite of standards deliverables does not impose any requirements on nations in respect of how they define a *regulated vehicle* (4.43).

NOTE 2 The definition of what comprises a 'regulated' service is regarded as an issue for National decision, and may vary from *jurisdiction* (4.34) to *jurisdiction*. This suite of standards deliverables does not impose any requirements on nations in respect of which services for *regulated vehicles* (4.43) *jurisdictions* will require, or support as an option, but will provide standardised sets of requirements descriptions for identified services to enable consistent and cost-efficient implementations where implemented.

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# Intelligent transport systems — Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV) —

## Part 13: "Mass" information for jurisdictional control and enforcement

### 1 Scope

This part of ISO 15638 addresses the provision of 'Mass (4.37) information for jurisdictional control and enforcement' and specifies the form and content of such data required to support such systems and access methods (4.3) to that data.

The Scope of this part of ISO 15638 is to provide specifications (4.50) for common communications and data exchange aspects of the application service (4.6) Mass (4.37) information for jurisdictional control and enforcement that a regulator (4.44) may elect to require or support as an option, including

- a) high-level definition of the service that a service provider (4.48) has to provide (the service definition describes common service elements but does not define the detail of how such an application service (4.6) is instantiated, not the acceptable value ranges of the data concepts defined),
- b) means to realize the service, and [ISO/TS 15638-13:2015](https://standards.iteh.ai/catalog/standards/sist/eec38013-95df-4a65-bba7-)
- c) application data, naming content and quality that an IVS (4.30) has to deliver.

For clarification, *Mass* in this context is defined as a mass of a given heavy vehicle as measured by equipment affixed to the regulated vehicle; these mass calculations are achieved by dynamic real-time measurement using equipment especially installed for this purpose to measure the 'mass' impact on the road surface; it is, by definition, a service that can only be available to regulated vehicles that are especially equipped" (4.37).

The definition of what comprises a 'regulated' service is regarded as an issue for National decision, and may vary from *jurisdiction* (4.34) to *jurisdiction*. This deliverable does not impose any requirements on nations in respect of which services for *regulated vehicles jurisdictions* will require, or support as an option, but provides standardised sets of requirements descriptions for identified services to enable consistent and cost-efficient implementations where instantiated.

This part of ISO 15638 is not a substitute for general electronic fee collection system which, where applied normally need to accord to International EFC Standards in preference to this specification. The Scope of this part of ISO 15638 is limited to the imposition of control and enforcement measures for regulated commercial freight vehicles related to measurement of the *Mass* (4.37) on board the vehicle.

ISO 15638 has been developed for use in the context of regulated commercial freight vehicles [hereinafter, referred to as 'regulated vehicles' (4.43)]. There is nothing however to prevent a jurisdiction extending or adapting the scope to include other types of regulated vehicles, as it deems appropriate.

### 2 Conformance

Requirements to demonstrate conformance to any of the general provisions or specific *application services* (4.6) described in this part of ISO 15638 shall be within the regulations imposed by the *jurisdiction* (4.34) where they are instantiated. Conformance requirements to meet the provisions of

this International Standard are therefore deemed to be under the control of, and to the specification of, the *jurisdiction* where the *application service(s)* is/are instantiated.

The protocols defined in this part of ISO 15638 have been independently tested. [Annex B](#) provides results of these tests. In any conformance assurance process undertaken by candidate systems, where appropriate, the results may be used as part of its process of conformance compliance.

## 3 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 12855, *Electronic fee collection — Information exchange between service provision and toll charging*

ISO 15638-1, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 1: Framework and architecture*

ISO 15638-2, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 2: Common platform parameters using CALM*

ISO 15638-3, *Intelligent transport systems — Framework for collaborative telematics applications for regulated commercial freight vehicles (TARV) — Part 3: Operating requirements, 'Approval Authority' procedures, and enforcement provisions for the providers of regulated services*

ISO 15638-4:—<sup>1)</sup>, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 4: System security requirements*

ISO 15638-5, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 5: Generic vehicle information*

ISO 15638-6, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 6: Regulated applications*

ISO 15638-12, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Vehicle mass monitoring*

ISO 15638-14, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Vehicle access control*

## 4 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 15638-1 and the following apply.

**4.1 access**  
admittance, entry, permit to use the road network and/or associated infrastructure (bridges, tunnels, etc.)

**4.2 access control**  
procedures and measures to control admittance, entry, permit to use the road network and/or associated infrastructure (bridges, tunnels, etc.)

**4.3 access methods**  
procedures and protocols to provision and retrieve data

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1) Under development.

**4.4****access monitoring**

observation and recording of vehicle-related data when using the road network and/or associated infrastructure (bridges, tunnels, etc.)

**4.5****app**

small (usually) *Java*<sup>™</sup> (4.33) applets, organised as software bundles, that support *application services* (4.6) by keeping the *data pantry* (4.22) provisioned with up-to-date data

**4.6****application service**

service provided by a *service provider* (4.48) enabled by accessing data from the *IVS* (4.30) of a *regulated vehicle* (4.43) via a wireless communications network

**4.7****application service provider****ASP**

party that provides an *application service* (4.6)

**4.8****app library**

separately secure area of memory in *IVS* (4.30) where apps are stored (with different access controls to *data pantry* (4.22))

**4.9****approval**

formal affirmation that an applicant has satisfied all the requirements for appointment as an *application service provider* (4.7) or that an application service delivers the required service levels

**4.10****approval agreement**

written agreement made between an *approval authority (regulatory)* (4.11) and a *service provider* (4.48)

Note 1 to entry: An *approval authority (regulatory)* (4.11) approval agreement recognizes the fact that a *service provider* (4.48), having satisfied the *approval authority's* requirements for appointment as a *service provider*, is appointed in that capacity and sets out the legal obligations of the parties with respect to the on-going role of the *service provider*.

**4.11****approval authority (regulatory)**

organisation (usually independent) which conducts *approval* (4.9) and ongoing *audit* (4.13) for *service providers* (4.48) on behalf of a *jurisdiction* (4.34)

**4.12****architecture**

formalised description of the design of the structure of *TARV* and its *framework* (4.28)

**4.13****audit/auditing**

review of a party's capacity to meet, or continue to meet, the initial and ongoing *approval agreements* (4.10) as a *service provider* (4.48)

**4.14****basic vehicle data**

data that shall be maintained/provided by all *IVS* (4.30) (regardless of *jurisdiction* (4.34))

**4.15**  
**communications access for land mobiles**  
**CALM**

layered solution that enables continuous or quasi-continuous communications between vehicles and the infrastructure, or between vehicles, using such (multiple) wireless telecommunications media that are available in any particular location, and which have the ability to migrate to a different available media where required and where media selection is at the discretion of *user* (4.53) determined parameters by using a suite of standards based on ISO 21217 and ISO 21210 that provide a common platform for a number of standardised media using *ITS-stations* (4.32) to provide wireless support for applications, such that the application is independent of any particular wireless medium

**4.16**  
**commercial application(s)**  
ITS applications in *regulated vehicles* (4.43) for commercial (non-regulated) purposes

EXAMPLE Asset tracking, vehicle and engine monitoring, cargo security, driver management, etc.

**4.17**  
**consignment**  
shipment of goods/cargo to a destination

**4.18**  
**controlled zone/controlled access zone**  
defined physical area which the *jurisdiction* (4.34) or *controlled zone* manager determines require *access control* (4.2) for *regulated vehicles*

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**4.19**  
**cooperative ITS**  
**C-ITS**  
ITS applications for both regulatory and commercial purposes that require the exchange of data between uncontracted parties using multiple *ITS-stations* (4.32) communicating with each other and sharing data with other parties with whom they have no direct contractual relationship to provide one or more *ITS services* (4.31)

**4.20**  
**core data**  
*basic vehicle data* (4.14) plus any additional data required to provide an implemented *regulated application service* (4.42)

**4.21**  
**dangerous goods**  
substances or articles which are potentially hazardous (for example, poisonous to humans, harmful to the environment, explosive, flammable or radioactive) that require regulatory control when transported

**4.22**  
**data pantry**  
secure area of memory in *IVS* (4.30) where data values are stored (with different access controls to *app library* (4.8))

**4.23**  
**driver**  
person driving the *regulated vehicle* at any specific point in time

**4.24**  
**driver work records**  
**DWR**  
collection, collation, and transfer of *driver* (4.23) work and rest hours data from an *in-vehicle system* (4.30) to an *application service provider* (4.7)

**4.25****eCall**

specialised instantiation of an *EMS* (4.26) that provides incident messaging and communication with a public service assistance point via priority wireless telephone communications using its emergency call capabilities

**4.26****emergency message system****EMS**

collection, collation, and transfer of emergency message data from an *in-vehicle system* (4.30) to an *application service provider* (4.7)

**4.27****facilities**

layer that sits on top of the communication stack and helps to provide data interoperability and reuse and to manage applications and enable dynamic real-time loading of new applications

**4.28****framework**

particular set of beliefs, ideas referred to in order to describe a scenario or solve a problem

**4.29****hazardous goods/HAZMAT**

see *dangerous goods* (4.31)/*Accord européen relatif au transport international des marchandises Dangereuses par Route (ADR)* (4.5)

**4.30****in-vehicle system****IVS**

*ITS-station* (4.32) and connected equipment on board a vehicle

**4.31****ITS service**

communication functionality offered by an *ITS-station* (4.32) to an *ITS-station* application

**4.32****ITS-station****ITS-s**

entity in a communication network, comprised of application, *facilities* (4.28), networking and access layer components specified in ISO 21217 that operate within a bounded secure management domain

**4.33****Java™**

object-oriented open-source operating language developed by SUN systems

**4.34****jurisdiction**

government, road or traffic authority which owns the *regulatory applications* (4.42)

EXAMPLE Country, state, city council, road authority, government department (customs, treasury, transport), etc.

**4.35****jurisdiction regulator**

agent of the *jurisdiction* (4.35) appointed to regulate and manage *TARV* within the domain of the *jurisdiction*; may or may not be the *approval authority (regulatory)* (4.12)

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#### 4.36

##### local data tree

##### LDT

frequently updated data concept stored in the on-board *data pantry* (4.23) containing a collection of data values deemed essential for either a) *TARV regulated application service* (4.43) or b) *cooperative intelligent transport systems* (4.20)

#### 4.37

##### mass

mass of a given heavy vehicle as measured by equipment affixed to the *regulated vehicle* (4.43); these mass calculations are achieved by dynamic real-time measurement using equipment especially installed for this purpose to measure the 'mass' impact on the road surface; it is, by definition, a service that can only be available to regulated vehicles that are especially equipped

#### 4.38

##### mass information for jurisdictional control and enforcement

##### MICE

collection, collation, and transfer of vehicle *mass* (4.37) data from an *in-vehicle system* (4.30) to an *application service provider* (4.7) to enable, or as part of a system of, imposing control and enforcement measures for *access* (4.1) to/use of specific roads/gates/bridges/tunnels/gates etc. based on the *mass* of the *regulated vehicle* (4.43)

Note 1 to entry: This application should not be confused with weight/volume: distance charging schemes (which are specified in other International Standards).

#### 4.39

##### operator

fleet manager of a *regulated vehicle*

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#### 4.40

##### prime service provider

*service provider* (4.48) who is the first contractor to provide *regulated application services* (4.42) to the *regulated vehicle* (4.43), or a nominated successor on termination of that initial contract

Note 1 to entry: The *prime service provider* (4.40) is also responsible to maintain the installed *IVS* (4.30).

Note 2 to entry: If the *IVS* was not installed during the manufacture of the vehicle the *prime service provider* (4.40) is also responsible to install and commission the *IVS* (4.30).

#### 4.41

##### regulated/regulatory application

application arrangement using *TARV* utilised by *jurisdictions* (4.34) for granting certain categories of commercial vehicles rights to operate in regulated circumstances subject to certain conditions, or indeed to permit a vehicle to operate within the *jurisdiction*

Note 1 to entry: May be mandatory or voluntary at the discretion of the *jurisdiction*.

#### 4.42

##### regulated application service

*TARV application service* to meet the requirements of a regulated application that is mandated by a regulation imposed by a *jurisdiction* (4.34), or is an option supported by a *jurisdiction*

#### 4.43

##### regulated vehicle

vehicle that is subject to regulations determined by the *jurisdiction* (4.34) as to its use on the road system of the *jurisdiction* in regulated circumstances, subject to certain conditions, and in compliance with specific regulations for that class of regulated vehicle

Note 1 to entry: At the option of *jurisdictions*; This may require the provision of information via *TARV* or provide the option to do so.

#### 4.44 regulator

see *jurisdiction regulator* (4.35)

#### 4.45 remote tachograph monitoring RTM

collection, collation, and transfer of data from an on-board electronic *tachograph* (4.51) system to an *application service provider* (4.7)

#### 4.46 sensitive/restricted zone

defined physical area which the *jurisdiction* (4.34) or sensitive/restricted zone manager determines require special monitoring (e.g. urban pedestrian areas, school and hospital surroundings, etc.), freight villages, ports, road sensitivity infrastructure (bridges, tunnels, etc.) weight restricted areas, width restricted areas, areas where there have been an accident or incident, etc.

#### 4.47 sensitive/restricted zone management

monitoring and management of *regulated vehicles* in addition to normal traffic management, as specified by the *jurisdiction* (4.34) or its agents to apply to *regulated vehicles*

#### 4.48 service provider

party which is approved by an approval *authority (regulatory)* (4.11) as suitable to provide regulated or commercial ITS *application services* (4.6)

#### 4.49 session

wireless communication exchange between the *ITS-station* (4.32) of an *IVS* (4.30) and the *ITS-station* of its *application service provider* (4.7) to achieve data update, data provision, upload apps, or otherwise manage the provision of the *application service* (4.6), or a wireless communication provision of data to the *ITS-station* of an *IVS* (4.30) from any other *ITS-station*

#### 4.50 specification

explicit and detailed description of the nature and functional requirements and minimum performance of equipment, service or a combination of both

#### 4.51 tachograph

sender unit mounted to a vehicle gearbox, a tachograph head and a digital driver card, which records the *regulated vehicle* (4.43) speed and the times at which it was driven and aspects of the *driver's* (4.23) activity selected from a choice of modes

#### 4.52 telematics

use of wireless media to obtain and transmit (data) from a distant source

#### 4.53 user

individual or party that enrolls in and operates within a regulated or *commercial application* (4.16) *service* (4.6)

EXAMPLE *Driver* (4.23), *transport operator* (4.39), freight owner, etc.

#### 4.54 vehicle access control VAC

control of *regulated vehicles* ingress to and egress from controlled areas and associated penalties and levies