
**Intelligent transport systems —
Framework for collaborative Telematics
Applications for Regulated commercial
freight Vehicles (TARV) —**

Part 18:

**ADR (Dangerous Goods) transport
monitoring (ADR)**

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

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Partie 18: Monitoring du transport (de biens dangereux) d'ADR



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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. 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. 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.

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* [Technical Specification]
- *Part 7: Other applications*
- *Part 8: Vehicle access monitoring (VAM)* [Technical Specification]
- *Part 9: Remote electronic tachograph monitoring (RTM)* [Technical Specification]
- *Part 10: Emergency messaging system/eCall (EMS)* [Technical Specification]
- *Part 11: Driver work records (work and rest hours compliance) (DWR)* [Technical Specification]
- *Part 12: Vehicle mass monitoring (VMM)* [Technical Specification]
- *Part 14: Vehicle access control (VAC)* [Technical Specification]
- *Part 15: Vehicle location monitoring (VLM)* [Technical Specification]

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- *Part 16: Vehicle speed monitoring (VSM)* [Technical Specification]
- *Part 17: Consignment and location monitoring (CLM)* [Technical Specification]
- *Part 18: ADR (Dangerous Goods) transport monitoring (ADR)* [Technical Specification]
- *Part 19: Vehicle parking facilities (VPF)* [Technical Specification]
- The following parts are under preparation:
- *Part 4: System security requirements* [Technical Specification]
- *Part 13: 'Mass' information for jurisdictional control and enforcement*

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Introduction

Many ITS technologies have been embraced by commercial transport *operators* (4.34) and freight owners, in the areas of fleet management, safety and security. *Telematics* (4.45) applications have also been developed for governmental use. Such regulatory services in use or being considered vary from *jurisdiction* (4.30) to *jurisdiction*, but include electronic on-board recorders, digital *tachograph* (4.44), on-board *mass* (4.32) monitoring, 'mass' data for regulatory control and management (4.33), *vehicle access* (4.1) *methods*, *hazardous goods* (4.25) tracking and e-call (4.21). 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* (4.13), it is timely to consider an overall *architecture* (4.9) (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* (4.43) of new applications that build upon the functionality of a generic specification platform. A suite of standards is required to describe and define the *framework* (4.24) 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* (4.30).

This suite of standards addresses and defines the *framework* (4.24) for a range of cooperative *telematics* (4.45) ITS service (4.27) applications for *regulated commercial freight vehicles* (4.38) [such as access, driver fatigue management, speed monitoring, on-board *mass* (4.32) monitoring, 'mass' data for regulatory control and management (4.33)]. The overall scope includes the concept of operation, legal and regulatory issues, and the generic cooperative provision of services to *regulated commercial freight vehicles* (4.38), using an on-board ITS platform. The *framework* is based on a (multiple) *service provider* (4.41) oriented approach with provisions for the *approval* (4.6) and *auditing* (4.10) of *service providers*.

This suite of standards will:

- provide the basis for future development of cooperative *telematics* (4.45) applications for *regulated commercial freight vehicles* (4.38). Many elements to accomplish this are already available. Existing relevant standards will be referenced, and the *specifications* (4.43) 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* (4.38);
- a business *architecture* (4.9) based on a (multiple) *service provider* (4.41) oriented approach;
- address legal and regulatory aspects for the *approval* (4.6) and *auditing* (4.10) 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* (4.45) 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* (4.43) for ADR (Dangerous goods).

NOTE 1 The definition of what comprises a 'regulated' vehicle is regarded as an issue for national decision, and may vary from *jurisdiction* (4.30) to *jurisdiction*. This suite of standards does not impose any requirements on nations in respect of how they define a *regulated vehicle* (4.38).

NOTE 2 The definition of what comprises a 'regulated' service is regarded as an issue for national decision, and may vary from *jurisdiction* (4.30) to *jurisdiction*. This suite of standards does not impose any requirements on nations in respect of which services for *regulated vehicles* (4.38) *jurisdictions* will require, or support as an option, but will provide standardized 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 collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) —

Part 18:

ADR (Dangerous Goods) transport monitoring (ADR)

1 Scope

This part of ISO 15638 addresses the provision of 'ADR (*Dangerous goods*)' and specifies the form and content of such data required to support such systems, and *access methods* (4.1) to that data.

This part of ISO 15638 provides *specifications* (4.43) for common communications and data exchange aspects of the *application service* (4.3) ADR [dangerous goods (4.17)] that a *regulator* (4.39) may elect to require or support as an option, including:

- a) high level definition of the service that a *service provider* (4.41) has to provide (the service definition describes common service elements, but does not define the detail of how such an *application service* (4.3) is instantiated, nor the acceptable value ranges of the data concepts defined);
- b) means to realise the service;
- c) application data, naming content and quality that an *IVS* (4.26) has to deliver.

The definition of what comprises a 'regulated' service is regarded as an issue for national decision, and may vary from *jurisdiction* (4.30) to *jurisdiction*. This part of ISO 15638 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 standardized sets of requirements descriptions for identified services to enable consistent and cost efficient implementations where instantiated.

ISO 15638 has been developed for use in the context of regulated commercial freight vehicles [hereinafter referred to as 'regulated vehicles' (4.38)]. 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* (4.3) described in this part of ISO 15638 shall be within the regulations imposed by the *jurisdiction* (4.30) where they are instantiated. Conformance requirements to meet the provisions of this part of ISO 15638 are therefore deemed to be under the control of, and to the specification of, the *jurisdiction* where the *application service(s)* are instantiated.

The protocols defined in this part of ISO 15638 have been independently tested. Annex A (Informative) 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 referenced 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 15638-1	<i>Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 1: Framework and architecture</i>
ISO 15638-2	<i>Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 2: Common platform parameters using CALM</i>
ISO 15638-3	<i>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</i>
ISO 15638-4	<i>Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 4: System security requirements¹</i>
ISO 15638-5	<i>Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 5: Generic vehicle information</i>
ISO/TS 15638-6	<i>Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 6: Regulated applications</i>
ISO/TS 15638-10	<i>Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 10: Emergency messaging system/eCall (EMS)</i>
ISO/TS 15638-17	<i>Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 17: Consignment and location monitoring (CLM)</i>

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 methods

procedures and protocols for the provision and retrieval of data

4.2 app

small (usually) *Java*[™] (4.29) applets, organized as software bundles, that support *application services* (4.3) by keeping the *data pantry* (4.18) provisioned with up-to-date data

4.3 application service

service provided by a *service provider* (4.41) enabled by accessing data from the *IVS* (4.26) of a *regulated vehicle* (4.38) via a wireless communications network

¹ Under preparation.

4.4**application service provider****ASP**

party that provides an *application service* (4.3)

4.5**app library**

separately secure area of memory in *IVS* (4.26) where apps are stored [with different access controls to *data pantry* (4.18)]

4.6**approval**

formal affirmation that an applicant has satisfied all the requirements for appointment as an *application service provider* (4.4) or that an application service delivers the required service levels

4.7**approval agreement**

written agreement made between an *approval authority (regulatory)* (4.8) and a *service provider* (4.41)

NOTE An *approval authority (regulatory)* (4.8) approval agreement recognizes the fact that a *service provider* (4.41), 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 ongoing role of the *service provider*.

4.8**approval authority (regulatory)**

organization (usually independent) which conducts *approval* (4.6) and ongoing *audit* (4.10) for *service providers* (4.41) on behalf of a *jurisdiction* (4.30)

4.9**architecture**

formalized description of the design of the structure of *TARV* and its *framework* (4.24)

4.10**audit/auditing**

review of a party's capacity to meet, or continue to meet, the initial and ongoing *approval agreements* (4.7) as a *service provider* (4.41)

4.11**basic vehicle data**

data that shall be maintained/provided by all *IVS* (4.26) [regardless of *jurisdiction* (4.30)]

4.12**CALM communications access for land mobiles**

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* (4.46) determined parameters by using a suite of standards based on ISO 21217 (*CALM architecture*) and ISO 21210 (*CALM networking*) that provide a common platform for a number of standardized media using *ITS-stations* (4.28) to provide wireless support for applications, such that the application is independent of any particular wireless medium

4.13**commercial application(s)**

ITS applications in *regulated vehicles* (4.38) for commercial (non-regulated) purposes

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

4.14**consignment**

shipment of goods/cargo to a destination

4.15
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* (4.28) 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* (4.27)

4.16
core data

basic vehicle data (4.11) plus any additional data required to provide an implemented *regulated application service* (4.37)

4.17
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

4.18
data pantry

secure area of memory in *IVS* (4.26) where data values are stored [with different access controls to *app library* (4.5)]

4.19
driver

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

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4.20
driver work records
DWR

collection, collation, and transfer of *driver* (4.19) work and rest hours data from an *in-vehicle system* (4.26) to an *application service provider* (4.4)

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4.21
eCall

specialized instantiation of an *EMS* (4.22) that provides incident messaging and communication with a public service assistance point via priority wireless telephone communications using its emergency call capabilities

4.22
emergency message system
EMS

collection, collation, and transfer of emergency message data from an *in-vehicle system* (4.26) to an *application service provider* (4.4)

4.23
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

4.24
framework

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

4.25
hazardous goods
HAZMAT

see *dangerous goods* (4.32)/ *Accord européen relatif au transport international des marchandises Dangereuses par Route* (ADR) (4.6)

4.26**in-vehicle system****IVS**

ITS-station (4.28) and connected equipment on board a vehicle

4.27**ITS service**

communication functionality offered by an *ITS-station* (4.28) to an *ITS-station* application

4.28**ITS-station****ITS-s**

entity in a communication network, comprised of application, *facilities* (4.23), networking and access layer components specified in ISO 21217 that operate within a bounded secure management domain

4.29**Java™**

object oriented open source operating language developed by SUN systems

4.30**jurisdiction**

government, road or traffic authority which owns the *regulatory applications* (4.36)

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

4.31**local data tree****LDT**

frequently updated data concept stored in the on on-board *data pantry* (4.18) containing a collection of data values deemed essential for either a) *TARV regulated application service* (4.37), or b) *cooperative intelligent transport systems* (4.15)

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4.32**mass**

mass of a given heavy vehicle as measured by equipment affixed to the *regulated vehicle* (4.38)

4.33**'mass' data for regulatory control and management****MRC**

collection, collation, and transfer of vehicle *mass* (4.32) data from an *in-vehicle system* (4.26) to an *application service provider* (4.4) to enable data provision to *jurisdictions* (4.30) for the control and management of equipped vehicles based on the *mass* of the *regulated vehicle* (4.38), or use of such data to enable compliance with the provisions of regulations

4.34**operator**

fleet manager of a *regulated vehicle*

4.35**prime service provider**

service provider (4.41) who is the first contractor to provide *regulated application services* (4.37) to the *regulated vehicle* (4.38), or a nominated successor on termination of that initial contract

NOTE The *prime service provider* (4.35) is also responsible to maintain the installed *IVS* (4.26); if the *IVS* was not installed during the manufacture of the vehicle, the *prime service provider* (4.35) is also responsible for installing and commissioning the *IVS* (4.26).

4.36
regulated/regulatory application

application arrangement using TARV utilized by *jurisdictions* (4.30) 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 This may be mandatory or voluntary at the discretion of the *jurisdiction*.

4.37
regulated application service

TARV *application service* to meet the requirements of a regulated application that is mandated by a regulation imposed by a *jurisdiction* (4.30), or is an option supported by a *jurisdiction*

4.38
regulated commercial freight vehicle/regulated vehicle

vehicle that is subject to regulations determined by the *jurisdiction* (4.30) 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 At the option of *jurisdictions*; this may require the provision of information via TARV or provide the option to do so.

4.39
regulator

agent of the *jurisdiction* (4.30) appointed to regulate and manage TARV within the domain of the *jurisdiction*

NOTE This may or may not be the approval authority (regulatory) (4.8).

4.40
remote tachograph monitoring

RTM collection, collation, and transfer of data from an on-board electronic tachograph (4.44) system to an *application service provider* (4.4)

4.41
service provider

party which is approved by a approval *authority (regulatory)* (4.8) as suitable to provide regulated or commercial ITS *application services* (4.3)

4.42
session

wireless communication exchange between the *ITS-station* (4.28) of an *IVS* (4.26) and the *ITS-station* of its *application service provider* (4.4) to achieve data update, data provision, upload apps, or otherwise manage the provision of the *application service* (4.3), or a wireless communication provision of data to the *ITS-station* of an *IVS* (4.26) from any other *ITS-station*

4.43
specification

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

4.44
tachograph

sender unit mounted to a vehicle gearbox, a tachograph head and a digital driver card, which records the *regulated vehicle* (4.38) speed and the times at which it was driven and aspects of the *driver's* (4.19) activity selected from a choice of modes

4.45
telematics

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

4.46**user**

individual or party that enrolls in and operates within a regulated or *commercial application* (4.13) *service* (4.3)

EXAMPLE *Driver* (4.19), *transport operator* (4.34), *freight owner*, etc.

4.47**vehicle access control****VAC**

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

4.48**vehicle access management****VAM**

monitoring and management of *regulated vehicles* approaching or within sensitive and controlled areas

4.49**vehicle location monitoring****VLM**

collection, collation, and transfer of vehicle location data from an *in-vehicle system* (4.26) to an *application service provider* (4.4)

4.50**vehicle mass monitoring****VMM**

collection, collation, and transfer of vehicle mass (4.32) data from an *in-vehicle system* (4.26) to an *application service provider* (4.4)

4.51**vehicle parking facility****VPF**

system for booking and access (4.1) to and egress from a *vehicle parking facility* (VPF) (4.51)

4.52**vehicle speed monitoring****VSM**

collection, collation, and transfer of vehicle speed data from an *in-vehicle system* (4.26) to an *application service provider* (4.4)

5 Symbols and abbreviated terms**ADR**

Accord européen relatif au transport international des marchandises Dangereuses par Route (4.6) (*dangerous goods* (4.17))

ADRm

ADR monitoring

app

applet (JAVA™ application or similar) (4.2)

ASP

application service provider (4.4)

CALM

communications access for land mobiles (4.12)