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**Intelligent transport systems —  
Traffic and travel information (TTI)  
via transport protocol experts group,  
generation 2 (TPEG2) —**

**Part 14:  
Parking information application  
(TPEG2-PKI)**

*Systèmes intelligents de transport — Informations sur le trafic et le  
tourisme via le groupe expert du protocole de transport, génération 2  
(TPEG2) —*

*Partie 14: Informations relatives aux parcs de stationnement  
(TPEG2-PKI)*

**PROOF/ÉPREUVE**

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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](mailto:copyright@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/TS 21219 consists of the following parts, under the general title *Intelligent transport systems — Traffic and travel information (TTI) via transport protocol experts group, generation 2 (TPEG2)*:

- *Part 1: Introduction, numbering and versions (TPEG2-INV)*
- *Part 2: UML modelling rules*
- *Part 3: UML to binary conversion rules*
- *Part 4: UML to XML conversion rules*
- *Part 5: Service framework (TPEG2-SFW)*
- *Part 6: Message management container (TPEG2-MMC)*
- *Part 9: Service and network information (TPEG2-SNI)*
- *Part 10: Conditional access information (TPEG2-CAI)*
- *Part 14: Parking information (TPEG2-PKI)*
- *Part 15: Traffic event compact (TPEG2-TEC)*
- *Part 18: Traffic flow and prediction application (TPEG2-TFP)*
- *Part 19: Weather information (TPEG2-WEA)*

The following parts are under preparation:

- *Part 16: Fuel price information and availability application (TPEG2-FPI)*
- *Part 23: Roads and multi-modal routes application (TPEG2-RMR)*
- *Part 24: Light encryption (TPEG2-LTE)*

— *Part 25: Electromobility information (TPEG2-EMI)*

The following parts are planned:

— *Part 7: Location referencing container*

— *Part 20 Extended TMC location referencing*

— *Part 21: Geographic location referencing*

— *Part 22: OpenLR location referencing*

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# Introduction

## History

TPEG technology was originally proposed by the European Broadcasting Union (EBU) Broadcast Management Committee, who established the B/TPEG project group in the autumn of 1997 with a brief to develop, as soon as possible, a new protocol for broadcasting traffic and travel-related information in the multimedia environment. TPEG technology, its applications and service features were designed to enable travel-related messages to be coded, decoded, filtered and understood by humans (visually and/or audibly in the user's language) and by agent systems. Originally, a byte-oriented data stream format, which may be carried on almost any digital bearer with an appropriate adaptation layer, was developed. Hierarchically structured TPEG messages from service providers to end-users were designed to transfer information from the service provider database to an end-user's equipment.

One year later in December 1998, the B/TPEG group produced its first EBU specifications. Two documents were released. Part 2 (TPEG-SSF, which became ISO/TS 18234-2) described the Syntax, Semantics and Framing structure, which was used for all TPEG applications. Meanwhile, Part 4 (TPEG-RTM, which became ISO/TS 18234-4) described the first application for Road Traffic Messages.

Subsequently in March 1999, CEN TC 278, in conjunction with ISO/TC 204, established a group comprising members of the former EBU B/TPEG and this committee continued development work. Further parts were developed to make the initial set of four parts, enabling the implementation of a consistent service. Part 3 (TPEG-SNI, ISO/TS 18234-3) described the Service and Network Information Application, used by all service implementations to ensure appropriate referencing from one service source to another.

Part 1 (TPEG-INV, ISO/TS 18234-1) completed the series by describing the other parts and their relationship; it also contained the application IDs used within the other parts. Additionally, Part 5, Public Transport Information Application (TPEG-PTI, ISO/TS 18234-5), was developed. The so-called TPEG-LOC location referencing method, which enabled both map-based TPEG-decoders and non-map-based ones to deliver either map-based location referencing or human readable text information, was issued as ISO/TS 18234-6 to be used in association with the other applications parts of the ISO/TS 18234 series to provide location referencing.

The ISO/TS 18234 series has become known as TPEG Generation 1.

## TPEG Generation 2

When the Traveller Information Services Association (TISA), derived from former forums, was inaugurated in December 2007, TPEG development was taken over by TISA and continued in the TPEG Applications Working Group.

It was about this time that the (then) new Unified Modelling Language (UML) was seen as having major advantages for the development of new TPEG Applications in communities who would not necessarily have binary physical format skills required to extend the original TPEG TS work. It was also realized that the XML format for TPEG described within the ISO/TS 24530 series (now superseded) had a greater significance than previously foreseen, especially in the content-generation segment and that keeping two physical formats in synchronism, in different standards series, would be rather difficult.

As a result, TISA set about the development of a new TPEG structure that would be UML-based. This has subsequently become known as TPEG Generation 2.

TPEG2 is embodied in the ISO/TS 21219 series and it comprises many parts that cover introduction, rules, toolkit and application components. TPEG2 is built around UML modelling and has a core of rules that contain the modelling strategy covered in ISO/TS 21219-2, ISO/TS 21219-3, ISO/TS 21219-4 and the conversion to two current physical formats: binary and XML; others could be added in the future. TISA uses an automated tool to convert from the agreed UML model XMI file directly into an MS Word document file, to minimize drafting errors, that forms the Annex for each physical format.

TPEG2 has a three container conceptual structure: Message Management (ISO/TS 21219-6), Application (many Parts) and Location Referencing (ISO/TS 21219-7). This structure has flexible capability and can accommodate many differing use cases that have been proposed within the TTI sector and wider for hierarchical message content.

TPEG2 also has many location referencing options as required by the service provider community, any of which may be delivered by vectoring data included in the Location Referencing Container.

The following classification provides a helpful grouping of the different TPEG2 parts according to their intended purpose:

- Toolkit parts: TPEG2-INV (ISO/TS 21219-1), TPEG2-UML (ISO/TS 21219-2), TPEG2-UBCR (ISO/TS 21219-3), TPEG2-UXCR (ISO/TS 21219-4), TPEG2-SFW (ISO/TS 21219-5), TPEG2-MMC (ISO/TS 21219-6), TPEG2-LRC (ISO/TS 21219-7), TPEG2-LTE (ISO/TS 21219-24);
- Special applications: TPEG2-SNI (ISO/TS 21219-9), TPEG2-CAI (ISO/TS 21219-10);
- Location referencing: TPEG2-ULR (ISO/TS 21219-11), TPEG2-GLR (ISO/TS 21219-21), TPEG2-OLR (ISO/TS 21219-22);
- Applications: Applications: TPEG2-PKI (ISO/TS 21219-14), TPEG2-TEC (ISO/TS 21219-15), TPEG2-FPI (ISO/TS 21219-16), TPEG2-TFP (ISO/TS 21219-18), TPEG2-WEA (ISO/TS 21219-19), TPEG2-RMR (ISO/TS 21219-23), TPEG2-EMI (ISO/TS 21219-25).

TPEG2 has been developed to be broadly (but not entirely) backward compatible with TPEG1 to assist in transitions from earlier implementations, while not hindering the TPEG2 innovative approach and being able to support many new features, such as dealing with applications having both long-term, unchanging content and highly dynamic content, such as Parking Information.

This Technical Specification is based on the TISA specification technical/editorial version reference:

SP13009/1.1/001.



# Intelligent transport systems — Traffic and travel information (TTI) via transport protocol experts group, generation 2 (TPEG2) —

## Part 14: Parking information application (TPEG2-PKI)

### 1 Scope

This part of ISO/TS 21219 specifies the TPEG Parking Information application which has been designed to deliver parking information to a variety of receivers using a number of different channels, foremost of course are digital broadcasting and Internet technologies. Parking information may be presented to the user in many different ways, including text, voice, or graphics.

Today, traffic congestion has become a serious problem in urban areas. Some traffic congestion is attributed to drivers searching for parking spaces. Therefore, timely provision of parking information could help ease traffic congestion. Furthermore, parking information would be valuable for the visitor, particularly when it could be used to signal where a temporary parking facility is established for a special occasion.

### 2 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/TS 21219-1, *Intelligent transport systems — Traffic and travel information via transport protocol experts group, generation 2 (TPEG2) — Part 1: Introduction, numbering and versions (TPEG2-INV)*

ISO/TS 21219-3, *Intelligent transport systems — Traffic and travel information (TTI) via transport protocol experts group, generation 2 (TPEG2) — Part 3: UML to binary conversion rules*

ISO/TS 21219-4, *Intelligent transport systems — Traffic and travel information (TTI) via transport protocol experts group, generation 2 (TPEG2) — Part 4: UML to XML conversion rules*

ISO/TS 21219-6, *Intelligent transport systems — Traffic and travel information via transport protocol experts group, generation 2 (TPEG2) — Part 6: Message management container (TPEG2-MMC)*

### 3 Terms and definitions

#### 3.1

##### Message Management Container

concept applied to the grouping of all message elements including Message Management Information of a TPEG-Message together in one place

Note 1 to entry: See TPEG2 MMC documents (ISO/TS 21219-6) for full details of the Message Management Container explanations.

### 3.2

#### Location Referencing

means to provide information that allows a system to accurately identify a location

Note 1 to entry: The content of a location reference allows the location to be presented in a graphical or textual manner to the end-user (e.g. coloured network graphs), as well as to be used for navigational systems purposes.

### 3.3

#### Location Referencing Container

concept applied to the grouping of all the Location Referencing elements, of a TPEG-Message, together in one place

Note 1 to entry: See TPEG2 LRC documents (ISO/TS 21219-7) for full details of the Location Referencing container explanations.

## 4 Abbreviated terms

ACID	Application and Content Identifier
AID	Application Identification
CA	Conditional Access
CAI	Conditional Access Information
CEN	Comité Européen de Normalization
CRC	Cyclic redundancy check
EBU	European Broadcasting Union
ECM	Entitlement Control Message
EMM	Entitlement Management Message
MMC	Message Management Container
n/a	not available
SFW	TPEG Service Framework: Modelling and Conversion Rules
TISA	Traveller Information Services Association

## 5 Application specific constraints

### 5.1 Application identification

The word “application” is used in this part of ISO/TS 21219 to describe specific subsets of the TPEG structure. An application defines a limited vocabulary for a certain type of messages, for example, parking information or road traffic information. Each TPEG application is assigned a unique number, called the Application Identification (AID). An AID is defined whenever a new application is developed and these are all listed in ISO/TS 21219-1.

The application identification number is used within the TPEG-SNI application ISO/TS 21219-9 to indicate how to process TPEG content and facilitates the routing of information to the appropriate application decoder.

## 5.2 Version number signalling

Version numbering is used to track the separate versions of an application through its development and deployment. The differences between these versions can have an impact on client devices.

The version numbering principle is defined in ISO/TS 21219-1.

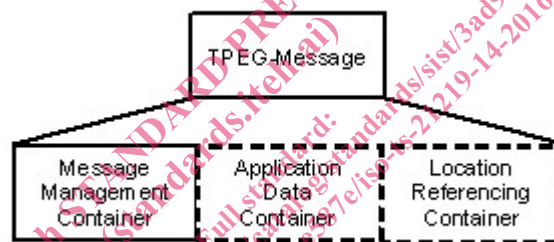
[Table 1](#) shows the current version numbers for signalling PKI within the SNI application.

**Table 1 — Current version numbers for signalling of PKI**

major version number	1
minor version number	1

## 5.3 Ordered components

TPEG-PKI does not generally require a fixed order of TPEG components, except where explicitly modelled. The order for the PKI message components is shown in [Figure 1](#); the first component shall be the *Message Management Container*. This shall be the only component if the message is a cancellation message. Otherwise, the MMC component shall be followed by the one or more *Application Data Container* component(s) which includes the application-specific information.



**Figure 1 — Composition of TPEG messages**

## 5.4 Extensions

Future application extensions may insert new components or may replace existing components by new ones without losing backward compatibility. That means that a PKI decoder shall be able to detect and skip unknown components.

## 5.5 TPEG Service Component Frame

PKI makes use of the “Service Component Frame with dataCRC and messageCount and priority” according to ISO/TS 21219-6 as follows.

**“ServCompFramePrioritisedCountedProtected”**

# 6 PKI Message components

## 6.1 ParkingMessage

A parking message shall hold one of the MessageManagement components and optionally can have one ParkingLocation, one ParkingSiteDescription and multiple Advice components, as well as one CurrentCapacity and multiple ExpectedCapacity components, as illustrated in [Figure 2](#) and [Table 2](#).

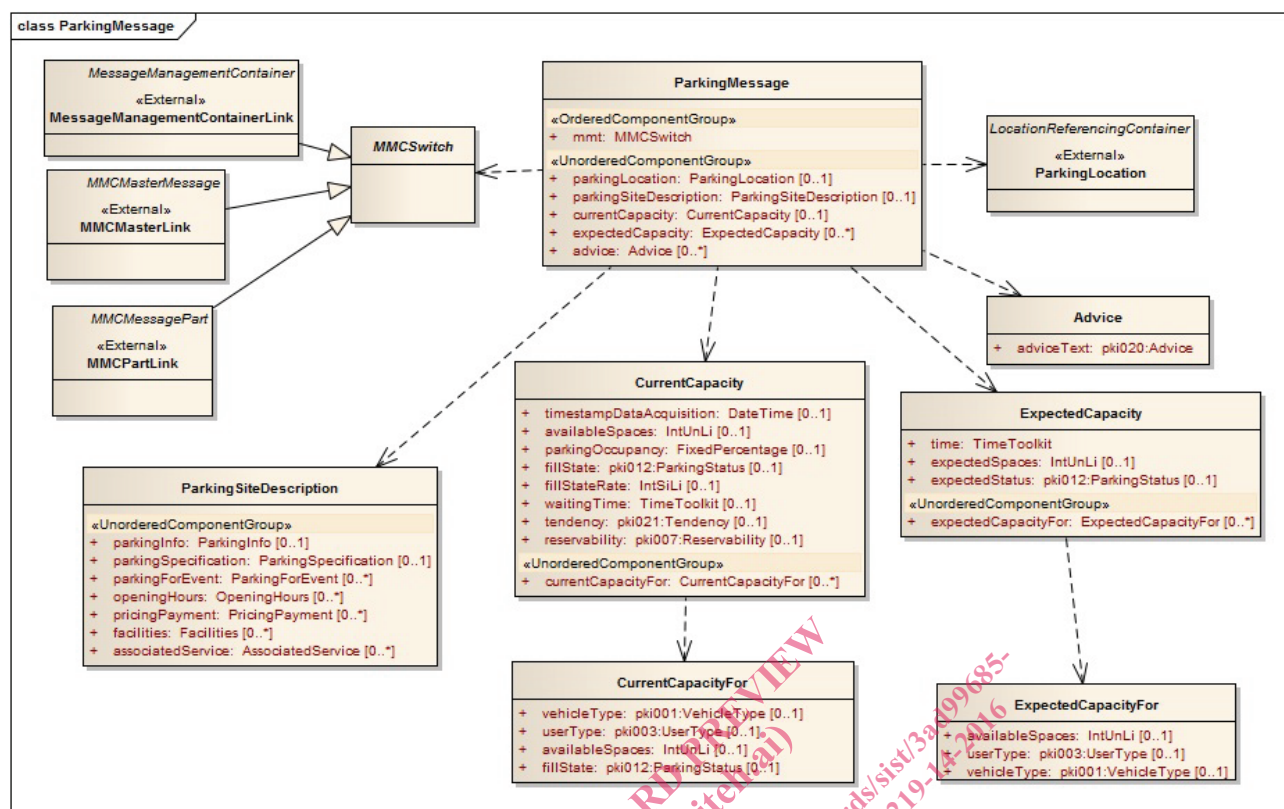


Figure 2 — Structure of the Parking Message

Methods of the TPEG Message Management Container ISO/TS 21219-6 may be used to transmit static data independently to dynamic data.

NOTE 1 The components have been grouped to easily allow such dynamic updates.

For example, the name and the location of a parking site do not change frequently and thus, these data can be transmitted less frequently than, say, the number of available spaces. It is important nonetheless, that the basic information required to display a sensible message to the user should be sent in suitable intervals to allow receivers just switched on to decode and display data within reasonable time.

Clients should decode messages with the same version number (and PartID in case of partial messages) only once.

Table 2 — Parking message

Name	Type	Multiplicity	Description
Ordered Components			
mmt	MMCSwitch	1	Includes one of the Message Management Container types.
Unordered Components			
parkingLocation	ParkingLocation	0..1	As defined in external TPEG2-Location Referencing specification.
parkingSiteDescription	ParkingSiteDescription	0..1	n/a
currentCapacity	CurrentCapacity	0..1	n/a
expectedCapacity	ExpectedCapacity	0..*	n/a
advice	Advice	0..*	n/a

## 6.2 MMCSwitch

The MMCSwitch is an abstract container that allows the use of the different Message Management options.

## 6.3 MessageManagementContainerLink

The MessageManagementContainerLink serves as a link to the message management container.

## 6.4 MMCMasterLink

The MMCMasterLink serves as a link to the message management container.

## 6.5 MMCPartLink

The MMCPartLink serves as a link to the message management container.

## 6.6 ParkingLocation

The ParkingLocation serves as a link to the LocationReferenceContainer.

## 6.7 ParkingSiteDescription

The ParkingSiteDescription component is a wrapper for largely static information about a parking facility. The information is grouped in the ParkingName, ParkingSpecification, OpeningHours, PricingPayment, Facilities, ParkingForEvent and AssociatedService components; see [Figure 3](#) and [Table 3](#).