DRAFT INTERNATIONAL STANDARD

ISO/DIS 17575-3

ISO/TC **204**

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Electronic fee collection — Application interface definition for autonomous systems —

Part 3:
Context data

Perception du télépéage — Définition de l'interface d'application pour les systèmes autonomes —

Partie 3: Données du contexte

[Revision of first edition (ISO/TS 17575-3:2011) and ISO/TS 17575-3:2011/Cor.1:2013]

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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.

To expedite distribution, this document is circulated as received from the committee secretariat. ISO Central Secretariat work of editing and text composition will be undertaken at publication stage.

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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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 17575-3 was prepared by Technical Committee ISO/TC 204, *Intelligent transport sytems*, Subcommittee SC , and by Technical Committee CEN/TC 278, *Intelligent transport systems* in collaboration.

This second edition cancels and replaces the first edition (CEN/TS 17575-3:2011).

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,*

— *Part 4: Roaming.*

This second edition (ISO 17575-3:xxx) of part 3 of ISO 17575 provides the following changes compared to the previous one:

— adaptation to new versions of other standards, especially ISO 14906;

— several minor technical and editorial improvements, with emphasis on backward compatibility with the first version of ISO 17575;

— conversion into a full International Standard;

— further changes:

  — introduction of protocol version identification;

  — harmonization of the identification of Toll Contexts amongst the four parts of this standard;

  — improvement of the possibility to use rounding rules;

  — enabling the use of a second alternative currency in tariffs;

— adaptation of the charge reporting configuration to changes in part 1 of ISO 17575;

— revision of the terms and definitions (clause 3).

Introduction

Autonomous systems

This part of ISO 17575 is part of a series of specifications 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 Communications Networks (CN). These EFC systems are referred to by a variety of names. Besides the terms autonomous systems and GNSS/CN systems, also the terms GPS/GSM systems and wide-area charging systems are 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.

Some of the 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.

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.

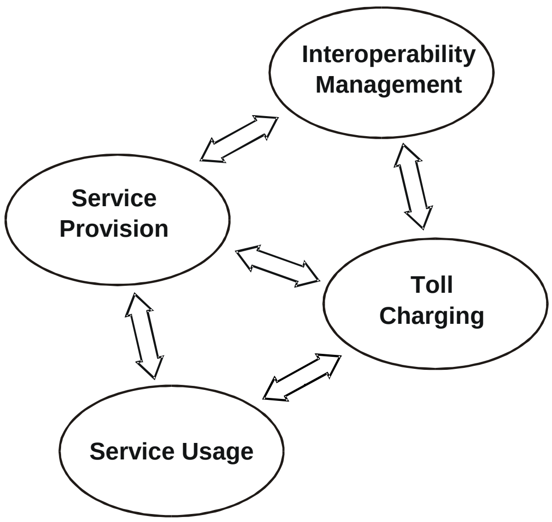

Figure 1 — The role based model underlying this International Standard

Service Providers issue OBE to the users of the road infrastructure. Service Providers are responsible for operating the 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, as well as each Toll Charger in general receives charging data from more than one Service Provider. Interoperability Management in Figure 1 comprises all specifications and activities that in common define and maintain a set of rules that govern the overall toll charging environment.

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 resides on- or off-board. Also tariffication can be done with OBE tariff tables and processing, or with an off-board component.

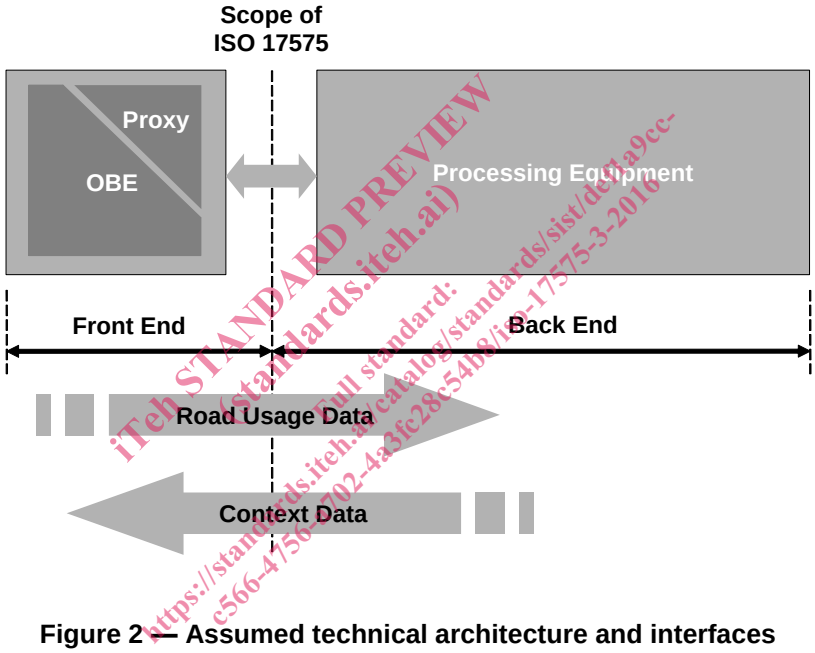

Figure 2 — Assumed technical architecture and interfaces

The combined functionality of OBE and Proxy is denoted as Front End. A Front End implementation where processing is predominately on 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 choices 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.

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 dotted 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 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.

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 required attributes will differ from one Toll Charger to another, 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.

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.

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 Part 3 are used to transfer data to the Front End in order to instruct it which data to collect and report.

Part 4: Roaming, defines the functional details and data elements required to operate more than one EFC regime in parallel. The domains of these EFC regimes may or may not overlap. The charge rules of different overlapping EFC regimes can be linked, i.e. they may include rules that an area pricing scheme will not be charged if an overlapping toll road is used and already paid for.

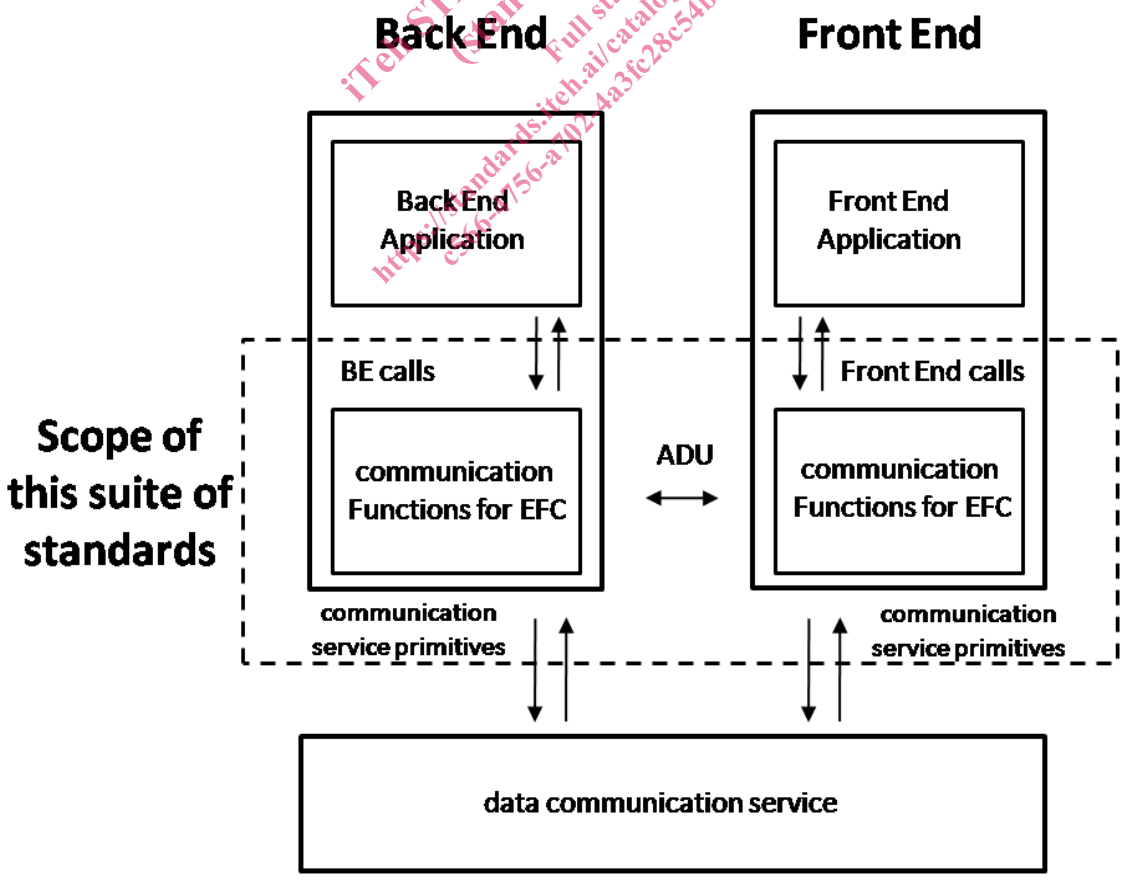

Figure 3 — Scope of ISO 17575

Application needs covered by ISO 17575

— The parts of ISO 17575 are compliant with the architecture defined in ISO 17573.

— The parts of ISO 17575 support 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).

— The parts of ISO 17575 support fee collection based on units of distance or duration, and based on occurrence of events.

— The parts of ISO 17575 support modulation of fees by vehicle category, road category, time of usage, and contract type (e.g. exempt vehicles, special tariff vehicles, etc.)

— The parts of ISO 17575 support limiting of fees by a defined maximum per period of usage.

— The parts of ISO 17575 support fees with different legal status (e.g. public tax, private toll).

— The parts of ISO 17575 support 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.

— The parts of ISO 17575 support overlapping geographic toll domains.

— The parts of ISO 17575 support adaptations to changes in

  — tolled infrastructure,

  — tariffs, and

  — participating regimes.

— The parts of ISO 17575 support 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 3: Context data

1 Scope

This part of ISO 17575 defines the content, semantic and format of the data exchange between a Front End (OBE plus optional proxy) and the corresponding Back End in autonomous toll systems. This part of ISO 17575 comprises the definition of the data elements used to specify and describe the toll context details. Context data are transmitted from the Back End to the Front End.

In ISO 17575, context data is the description of the properties of a single instance of an EFC context. This single instance of an EFC context operates according to one of the basic tolling principles such as

— road section charging,

— area pricing according to travelled distance,

— area pricing according to the time,

— cordon pricing.

EFC context data comprise a set of rules for charging, including the description of the charged network, the charging principles, the liable vehicles and a definition of the required contents of the charge report. This set of rules is defined individually for each EFC context according to local needs.

This part of ISO 17575 contains the definitions of the above listed type of data.

Only a Front End configured with the context data necessary for the respective EFC context is able to be used for charging processes.

The following data definitions are in this part of ISO 17575:

— data providing toll context overview information;

— data providing tariff information (this includes definitions of required tariff determinants like vehicle parameters, time classes and others);

— data providing context layout information;

— data providing reporting rules information.

In case one EFC domain cannot be described with a single set of context data, several of these context data are used. ISO 17575-4 defines the parallel operation of more than one EFC context and how to handle interdependencies.

