
**Intelligent transport systems —
Cooperative ITS — Using V2I and I2V
communications for applications
related to signalized intersections**

*Systèmes intelligents de transport — Coopérative ITS — Utilisation
de communications V2I et I2V pour des applications relatives aux
intersections signalées*

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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).

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).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 204, *Intelligent transport systems*.

This second edition cancels and replaces the first edition (ISO/TS 19091:2017), which has been technically revised.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

Cooperative-ITS (C-ITS) is a promising and remarkable advancement of intelligent transport systems (ITS). Numerous cooperative applications are specified that open up new possibilities to make traffic safer, more efficient, and smarter. Technologies are developed and improved to realize and support those new services and applications. To enable those applications, information needs to be reliably communicated between the stationary infrastructure and mobile vehicles.

This document describes the use cases for several applications that address safety, mobility, and ecological sustainability. Each use case has information needs that communication between vehicles and the infrastructure facilitate. It then identifies the information needs for the applications and the requirements to satisfy them. In turn, it maps the requirements into data frames and data elements to fulfil the requirements within the specified message set.

ISO 22951 has a relationship to this document. PRESTO addresses its user needs through the implementation of a specific system architecture similar to that described in NTCIP 1211. This architecture includes traffic signals, message signs, routing systems, human machine interfaces, and fixed detection locations. Many of PRESTO's data value details are "left undefined to allow for discretionary definition by each country." The PRESTO architecture detects priority requesting vehicles by installing specific detection equipment at these locations.

This document uses a similar set of user needs to develop the message set between vehicles and the roadside equipment they interface. This document does not address the system architecture other than data needed to fulfil the user needs that will be managed elsewhere in the architecture. It details data values and structures in order to define the interface between these two devices. Routing information is supported in the architecture through other mechanisms and is not a need supported by the vehicle to roadside equipment information flows. The user needs also provide for priority by approach, a preconfigured strategy, and ingress/egress lane requests. This document is based on vehicles periodically broadcasting their location and trajectory information to other vehicles and the roadside infrastructure. This document complements ISO 22951 as it provides for vehicle location and request information directly from connected vehicles rather than the detection of the vehicles from other fixed sensing equipment. It does not address the architecture data flows and operations that are detailed within ISO 22951. In other terms, this document provides a connected vehicle alternative for request and status communication without impacting the back office or local intersection operations of priority management.

Intelligent transport systems — Cooperative ITS — Using V2I and I2V communications for applications related to signalized intersections

1 Scope

This document defines the message, data structures, and data elements to support exchanges between the roadside equipment and vehicles to address applications to improve safety, mobility and environmental efficiency. In order to verify that the defined messages will satisfy these applications, a systems engineering process has been employed that traces use cases to requirements and requirements to messages and data concepts.

This document consists of a single document that contains the base specification and a series of annexes. The base specification lists the derived information requirements (labelled informative) and references to other standards for message definitions where available. Annex A contains descriptions of the use cases addressed by this document. Annexes B and C contain traceability matrices that relate use cases to requirements and requirements to the message definitions (i.e. data frames and data elements). The next annexes list the base message requirements and application-oriented specific requirements (requirements traceability matrix) that map to the message and data concepts to be implemented. As such, an implementation consists of the base plus an additional group of extensions within this document.

Details on information requirements, for other than SPaT, MAP, SSM, and SRM messages are provided in other International Standards. The focus of this document is to specify the details of the SPaT, MAP, SSM, and SRM supporting the use cases defined in this document. Adoption of these messages varies by region and their adoption can occur over a significant time period.

This document covers the interface between roadside equipment and vehicles. Applications, their internal algorithms, and the logical distribution of application functionality over any specific system architecture are outside the scope of this document.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

NOTE As this document contains multiple profiles, the reference's associated profile(s) are listed within braces.

ISO 22951, *Data dictionary and message sets for preemption and prioritization signal systems for emergency and public transport vehicles (PRESTO) {A, B}*

ISO 26684, *Intelligent transport systems (ITS) — Cooperative intersection signal information and violation warning systems (CIWS) — Performance requirements and test procedures {B}*

SAE J2735:2016, *Dedicated Short Range Communications (DSRC) Message Set Dictionary {A, B, C}*

ARIB STD-T109, *700 MHz Band Intelligent Transport Systems {B}*

ITS FORUM RC-010, *700 MHz Band Intelligent Transport Systems — Extended Functions Guideline*, published on March 15, 2012 {B}

ETSI/TS 102 894-2 V1.3.1, *Intelligent Transport Systems (ITS); Users and applications requirements; Part 2: Applications and facilities layer; common data dictionary* {C}

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

NOTE This document requires the understanding of the terminology used in the context of C-ITS and the various devices involved in its implementation. As a result, the following terms contain important information to set the context of the discussions which follow in the remaining sections of this document.

3.1 active manoeuvre

traveller paths (vehicles, pedestrians, bicyclists, etc.) that are allowed and have the right of way to enter and move through the path

Note 1 to entry: This term supersedes allowed movements which means, in the context of this document, the directions of manoeuvre that are legally allowed at a specific point in time based upon the state of the intersection signals.

Note 2 to entry: Formerly known as active movement.

3.2 aftermarket safety device

ASD <https://standards.iteh.ai/catalog/standards/iso/a6d32fbd-72a7-4ac6-86dc-ac77e8bb4546/iso-ts-19091-2019> *connected device* (3.8) in a *vehicle* (3.50) that operates while the vehicle is mobile, but which is not fully integrated into the vehicle systems (as opposed to an OEM device that is pre-installed into the vehicle systems)

3.3 allowed manoeuvre

traveller paths, e.g. vehicles, pedestrians, bicyclists, legally permitted to be performed when moving from/into a *lane* (3.21) or between lanes

3.4 application

software designed to help users perform particular tasks or handle particular types of problems, as distinct from software that controls the computer itself

Note 1 to entry: In the context of this document, it is a software program that provides functionality to realize safety, mobility, and environmental benefits.

[SOURCE: ISO/IEC 26514:2008, 4.5, modified – Term ‘application software’ changed to ‘application’ and Note 1 to entry added.]

3.5**Barnes dance**

signal phase that stops vehicular manoeuvres and allows pedestrian manoeuvres to exclusively occur across the *intersection* (3.17) including diagonally moving between corners

Note 1 to entry: Also referred to as a scramble, or “X” crossing. The term refers to Henry Barnes, a deceased traffic engineer.

3.6**commercial motor vehicle**

self-propelled or towed motor *vehicle* (3.50) used on a highway in commerce to transport passengers or property when that vehicle is subject to regulations determined by the jurisdiction as to its use on the road system of the jurisdiction in regulated circumstances and

- a) has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4 536 kg (10 001 pounds) or more, whichever is greater,
- b) is designed or used to transport more than 8 passengers (including the driver) for compensation,
- c) is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation

3.7**commercial motor vehicle on-board equipment**

OBE (3.29) or *ASD* (3.2) mounted or in a *vehicle* (3.50) moving goods, heavy equipment, or people

Note 1 to entry: Vehicles include tractor-trailer combinations, panel trucks, and motor coaches.

3.8**connected device**

device used to transmit to or receive messages from another device

Note 1 to entry: A connected device can be sub-categorized as an *OBE* (3.29), *ASD* (3.2), or *RSE* (3.39).

Note 2 to entry: In many cases, the connected device will be a *DSRC* (3.10) device, but other types of communications could be supported.

3.9**connected vehicle**

vehicle that contains a *connected device* (3.8)

3.10**dedicated short range communications****DSRC**

technology for the transmission of information between multiple *vehicles* (3.50) (V2V) and between vehicles and the transportation infrastructure (V2I and I2V) using wireless technologies

Note 1 to entry: It is characterized as having a limited distance (approximately 300 m) but is assumed to be low latency to establish a connection and exchange information.

Note 2 to entry: Alternative definition - means of effecting (short-range) transactions between fixed equipment and OBE(s) using an “air interface” comprising inductive or propagated signals between the fixed equipment and OBE(s).

3.11

eco-driving

practice of driving in such a way as to minimize fuel consumption and emissions

3.12

eco-lane

dedicated *lane(s)* (3.21) optimized for *eco-driving* (3.11) similar to high-occupancy vehicle lanes

Note 1 to entry: However, these lanes are optimized for the environment using connected vehicle data.

Note 2 to entry: These lanes would be targeted toward low-emission, high-occupancy freight, public transport, and alternative-fuel vehicles (AFV).

Note 3 to entry: Drivers would be able to opt-in to these dedicated eco-lanes to take advantage of eco-friendly applications such as eco-speed limits, eco-cooperative adaptive cruise control, and connected eco-driving applications.

3.13

electronic on-board recorder

device on-board a commercial *vehicle* (3.50) used to record driver information such as hours of service

3.14

inactive manoeuvre

traveller paths, e.g. vehicles, pedestrians, bicyclists, that are allowed and do not have the right of way to enter and move through the path

3.15

intelligent transportation system

ITS

transport system in which advanced information, communication, sensor, and control technologies, including the Internet, are applied to increase safety, sustainability, efficiency, and comfort

Note 1 to entry: Another appropriate meaning of the ITS acronym is integrated transportation systems, which stresses that ITS systems will often integrate components and users from many domains, both public and private.

[SOURCE: ISO/TR 17465-1:2014, 2.3, modified – Note 1 to entry added.]

3.16

interoperability

ability of two or more systems or components to exchange information and to use the information that has been exchanged

[SOURCE: IEEE 610.12-1990]

3.17

intersection

nexus where two or more approaches (*links*) (3.26) meet and *vehicles* (3.50) and other type of users may travel between the connecting links

Note 1 to entry: Typically, this is a signalized intersection when considered by this document, and as such, the modes of allowed manoeuvre are reflected in the signal phases, the geometry of the intersection, and the local regulatory environment.