INTERNATIONAL STANDARD

ISO 14819-2

Third edition
2021-02

Intelligent transport systems — Traffic and travel information messages via traffic message coding —

Part 2: Event and information codes for Radio Data System-Traffic Message Channel (RDS-TMC) using ALERT-C

Systèmes de transport intelligents — Informations sur le trafic et les déplacements via le codage de messages sur le trafic —

Partie 2: Codes d'évènements et d'informations pour le système de radiodiffusion de données - canal de messages d'informations sur le trafic (RDS-TMC) avec Alert-C

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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).

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This document was prepared by Technical Committee ISO/TC 204, *Intelligent transport systems*, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 278, *Intelligent transport systems,* in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

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This third edition cancels and replaces the second edition (ISO 14819-2:2013) which has been technically revised. The main changes compared to the previous edition are as follows:

— in the Event List, the column “P” for ‘phased-out codes’ has been added;

— a small number of additional events have been added to the Event List;

— a small number of additional events have been added to the Supplementary List;

— wording has been improved for greater clarity;

— several minor typographical errors have been corrected.

A list of all parts in the ISO 14819 series can be found on the ISO website.

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.

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Introduction

This document is the second part of the ISO 14819 series of standards, covering the 'ALERT-C' protocol which describes how traffic messages are coded for transmission as an 'Open Data Application' over the Radio Data System (RDS), a sub-carrier on FM radio transmissions. A complete understanding of RDS-TMC is only possible by reading this document (Part 2) together with the other parts of the ISO 14819 series of standards, which are:

— ISO 14819-1, which describes the ALERT-C protocol concept and relationship with the RDS standards, IEC 62106 (all parts);

— ISO 14819-3, which describes ways in which position and places are coded using ALERT-C; and

— ISO 14819-6, which describes how messages may be optionally encrypted for conditional access.

This document contains the special meta-language which technical experts agreed would be the sole source for all coded descriptions used in RDS-TMC. This methodology has allowed agreement over important details for the many hundreds of event phrases so included, even though subtle linguistic differences were perceived and allowed for in terms of end-user presentation.

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Intelligent transport systems — Traffic and travel information messages via traffic message coding —

Part 2: Event and information codes for Radio Data System-Traffic Message Channel (RDS-TMC) using ALERT-C

1 Scope

ISO 14819-1 describes the ALERT-C protocol concept and message structure used to achieve densely coded messages to be carried in the RDS-TMC feature. This document specifies the 'Events List' to be used in coding those messages.

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.

ISO 14819-1, *Intelligent transport systems — Traffic and Travel information messages via traffic message coding — Part 1: Coding Protocol for Radio Data System-Traffic Message Channel (RDS-TMC) using ALERT-C*

IEC 62106 (all parts), *Specification of the Radio Data System (RDS) for VHF/FM sound broadcasting in the frequency range from 64,0 to 108,0 MHz*

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3 Terms and definitions

No terms and definitions are listed in this document.

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

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at http://www.electropedia.org/

4 Event and Information codes for Traffic Message Channel

4.1 Event List

4.1.1 Explanatory notes

a) The event list is divided into update classes, indicated by the various sections. These update classes are used for terminal message management, as indicated in ISO 14819-1:2021, 6.1. The event list is shown in the format of a database.

NOTE The first column of the Event list in 4.1.3 (Table 2) shows line numbers to assist reading and use of the database.

b) The second column gives a 'technical language' (so-called CEN-English) description of the event code, the code of which is shown in the third field. Appropriate authorities of each country have been responsible for the exact descriptions in other languages, in conformity with the definitions

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given in the DATEX Data Dictionary. This document uses the English language and metric units by default, but is essentially both language- and unit-independent, as presentation to the end-user's preference is made by the client device: the recommended conversions from metric to non-metric (i.e. imperial) units are given in Annexes A, B, C and D.

This ensures precise definitions and use of the event codes in the transmission layer. Individual terminal implementations may handle these (translated) descriptions with some flexibility in order to allow a more effective presentation, but without altering the meaning.

c) The third column gives the decimal equivalent of the actual binary event code to be transmitted (see ISO 14819-1:2021, 5.3.2). These codes are purely internal to the RDS-TMC system and should not be used for referencing events or composing messages in other operator systems. Undefined codes are reserved for future system additions.

d) The fourth column, "N", is the nature of the event. The general meaning of the codes is as follows:

(blank) - Information

F - Forecast

S - Silent: no message shall be presented to the end-user

e) The fifth column, "Q", is the quantifier field, containing the reference numbers of quantifiers listed in the table at the end of the event list. The position of the quantifier in the event, plus in some cases some accompanying words, is shown by (...Q...) within the text. Use of these quantifiers is usually optional. However, a few event messages have no meaning without the quantifier. The use of quantifiers is described in ISO 14819-1:2021, 5.5.6.

f) The sixth column, "T", is the duration type. "D" indicates "dynamic" events of short duration and "L" indicates longer-lasting events (see ISO 14819-1:2021, 5.4.7). If this code is bracketed ( ), or if the time-of-day quantifier (no.7) is actually used in the message, no duration shall be presented to the user. In these cases, the duration indicates persistence, used for message management only.

g) The seventh column, "D", is the default directionality of the event. "1" indicates that one direction of traffic is normally affected by the event. "2" indicates that both directions of traffic are normally affected by the event. TMC terminals can use this field to help to determine which events to present to the driver and how to present them.

h) The eighth column, "U", is the default terminal urgency, with values "X" for extremely urgent, "U" for urgent, and blank for normal events (see ISO 14819-1:2021, 5.4.5).

i) The ninth column, "C", gives a numerical representation of the update class to which the event belongs. Update classes 1…31 are listed in 4.1.3. Update classes 32…39 are exclusively for events of the forecast nature "F" with duration type L or (L). These are in subclause 4.3.2. Other than events of type S, these classes contain no other events.

j) The tenth column, "P", if it contains a code, indicates an event that experience has shown can be misinterpreted. As such, this event may be deprecated in due course. The code in this cell indicates the code that should be used in preference, as it better represents the event.

k) The final column, "R", gives phrase codes (references) for use by TMC operators. An event may be a single phrase event, or a combination of two or more phrases. Each phrase is allocated a phrase code consisting of at least of a single code letter (A - Z) and a code number (1 - 999). Single phrase events are indicated by a single code letter and a one or two digit number (e.g. A1 - A99); expected events are indicated by the normal phrase code followed by "E" (e.g. A1E), and where a risk of danger exists by a following "D" (e.g. G6D); events with quantifiers can have three digits (e.g. A101). Longer lasting forecasts are indicated by the letter "F".

The Event List also contains several predefined combinations of single phrase events to make better use of the available channel capacity. These combined events are indicated by the combined codes of the constituent phrases (e.g. B11.C1).

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Note that although the event lists (Main, Forecast and Supplementary) together contain around 1,700 messages, as explained above, most are composed by combining two or more single phrase messages, so in practice there are only a few hundred unique phrases that need to be stored by the terminal, which when combined form the longer composite messages.

Note also that the phrases used in combined events are not always word for word identical to the corresponding phrases used in the single events. Binding words or small changes to the wording are sometimes necessary.

The code letters are not related to the update classes, but have the following meaning:

A: Level of Service

B: Incidents/Accidents

C: Closures

D: Lane Restrictions

E: Roadworks

F: Obstruction Hazards

G: Road Conditions

H: Weather

J: Winds

L: Environment

M: Temperature

P: Activities

Q: Delays/Cancellations

R: Dangerous Vehicles

S: Exceptional Loads

T: Traffic Equipment Status

U: Traffic Regulations

X: Parking

Y: Information

Z: Indicates phrases from the List of Supplementary Information (see 4.2.1).

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The phrase codes are not normative, but are only given as additional information about the contents of a given event and should be helpful when implementing software.

l) The Event List is comprehensive and contains many messages that may be rarely or even never used by particular service providers. In general, each service provider will use a sub-set of the complete list, according to their needs and the needs of the road network for which they are providing information.

Although individual service providers may use only a sub-set of messages, terminal manufacturers are encouraged to support all messages in the event list to ensure messages from any service provider can be presented to the end-user.

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4.1.2 List of quantifiers

Table 1 — List of quantifiers

No	Meaning	Range	Examples	
			Value	Binary code
0	n (small number)	(n = 1, 2, ..., 28; 30, 32, ...36);	1 2 36	00001 00010 00000
1	N (number)	(N = 1, 2, 3, 4;	1 2	00001 00010
		10, 20, ... 100;	10 20	00101 00110
		150, 200, ... 1000)	150 200 1000	01111 10000 00000
2	less than V metres	(V = 10, 20, ... 300)	10 20 300	00001 00010 11110
3	P percent	(P = 0, 5, ... 100)	0 5 100	00001 00010 10101
4	of up to S km/h	(S = 5, 10, ... 160)	5 10 160	00001 00010 00000
5	of up to M minutes	(M = 5, 10, ... 50;	5 10	00001 00010
	or H hours	H = 1, 2, ... 12;	1 2	01011 01100
		18, 24, ... 72)	18 24 72	10111 11000 00000
6	T degrees Celsius	(T = -50, -49, ... +50)	-50 -49 +50	0000 0001 0000 0010 0110 0101
7	H time-of-day	(H = 00.00, 00.10, ... 23.50)	00.00 00.10 23.50	0000 0001 0000 0010 1000 1111
8	W tonnes	(W = 0.1, 0.2, ... 10.0;	0.1 0.2	0000 0001 0000 0010
		10.5, 11.0, ... 60.0)	10.5 11.0 60.0	0110 0101 0110 0110 1100 1000
9	L metres	(L = 0.1, 0.2, ... 10.0;	0.1 0.2	0000 0001 0000 0010
		10.5, 11.0, ... 80.0)	10.5 11.0 80.0	0110 0101 0110 0110 1111 0000
10	of up to D millimetres	(D = 1, 2, ... 255)	1 2 255	0000 0001 0000 0010 1111 1111
11	M MHz	(as defined in ISO 14819-1, IEC 62106 [all parts])	87.6 87.7 107.9	0000 0001 0000 0010 1100 1100

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Table 1 *(continued)*

No	Meaning	Range	Examples	
			Value	**Binary code**
12	k kHz	(as defined in ISO 14819-1, IEC 62106 [all parts])	**ITU Regions 1 & 3**	
			153	0000 0001
			162	0000 0010
			279	0000 1111
			531	0001 0000
			540	0001 0001
			1602	1000 0111
			ITU Region 2	
			530	0001 0000
			540	0001 0001
			1610	0111 1100

Quantifiers 0…5 use a 5-bit data field.

The first value uses binary code 00001 and the second value uses 00010. The values increment according to the steps shown. Where binary code 11111 has been reached the final (highest) value uses code 00000.

Quantifiers 6…12 use an 8-bit data field.

The first value uses binary code 0000 0001 and the second value uses 0000 0010. The values increment according to the steps shown.

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4.1.3 Event list

NOTE The first column shows line numbers to assist reading of the database.

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Table 2 — Event list

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
1	**EVENT LIST**									
2										
3	**1. LEVEL OF SERVICE**									
4										
5	traffic problem	1			D	1	U	1		A50
6	stationary traffic	101			D	1	U	1		A1
7	stationary traffic for 1 km	102			D	1	U	1		A101
8	stationary traffic for 2 km	103			D	1	U	1		A102
9	stationary traffic for 3 km	129			D	1	U	1		A103
10	stationary traffic for 4 km	104			D	1	U	1		A104
11	stationary traffic for 6 km	105			D	1	U	1		A106
12	stationary traffic for 10 km	106			D	1	U	1		A110
13	risk of stationary traffic	130			D	1	U	1		A1D
14	queuing traffic (with average speeds Q)	108		4	D	1	U	1		A2
15	queuing traffic for 1 km (with average speeds Q)	109		4	D	1	U	1		A201
16	queuing traffic for 2 km (with average speeds Q)	110		4	D	1	U	1		A202

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Table 2 *(continued)*

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
17	queuing traffic for 3 km (with average speeds Q)	131		4	D	1	U	1		A203
18	queuing traffic for 4 km (with average speeds Q)	111		4	D	1	U	1		A204
19	queuing traffic for 6 km (with average speeds Q)	112		4	D	1	U	1		A206
20	queuing traffic for 10 km (with average speeds Q)	113		4	D	1	U	1		A210
21	risk of queuing traffic (with average speeds Q)	132		4	D	1	U	1		A2D
22	long queues (with average speeds Q)	133		4	D	1	U	1		A7
23	slow traffic (with average speeds Q)	115		4	D	1	U	1		A3
24	slow traffic for 1 km (with average speeds Q)	116		4	D	1	U	1		A301
25	slow traffic for 2 km (with average speeds Q)	117		4	D	1	U	1		A302
26	slow traffic for 3 km (with average speeds Q)	134		4	D	1	U	1		A303
27	slow traffic for 4 km (with average speeds Q)	118		4	D	1	U	1		A304
28	slow traffic for 6 km (with average speeds Q)	119		4	D	1	U	1		A306
29	slow traffic for 10 km (with average speeds Q)	120		4	D	1	U	1		A310
30	heavy traffic (with average speeds Q)	122		4	D	1		1		A4
31	traffic heavier than normal (with average speeds Q)	142		4	D	1		1		A11
32	traffic very much heavier than normal (with average speeds Q)	143		4	D	1		1		A12
33	traffic flowing freely (with average speeds Q)	124		4	(D)	1		1		A5
34	traffic building up (with average speeds Q)	125		4	D	1		1		A6
35	traffic easing	135			(D)	1		1		A8
36	traffic congestion (with average speeds Q)	136		4	D	1		1		A9
37	traffic congestion, average speed of 10 km/h	70			D	1	U	1		A910
38	traffic congestion, average speed of 20 km/h	71			D	1	U	1		A920
39	traffic congestion, average speed of 30 km/h	72			D	1	U	1		A930
40	traffic congestion, average speed of 40 km/h	73			D	1	U	1		A940
41	traffic congestion, average speed of 50 km/h	74			D	1		1		A950
42	traffic congestion, average speed of 60 km/h	75			D	1		1		A960
43	traffic congestion, average speed of 70 km/h	76			D	1		1		A970
44	traffic congestion, average speed of 80 km/h	77			D	1		1		A980
45	traffic congestion, average speed of 90 km/h	78			D	1		1		A990
46	traffic congestion, average speed of 100 km/h	79			D	1		1		A9100
47	traffic lighter than normal (with average speeds Q)	137		4	D	1		1		A10
48	queuing traffic (with average speeds Q). Approach with care	138		4	D	1	U	1		A2.Z112
49	queuing traffic around a bend in the road	139			D	1	U	1		A2.Z165
50	queuing traffic over the crest of a hill	140			D	1	U	1		A2.Z166
51	queuing traffic (with average speeds Q). Risk of stationary traffic	2		4	D	1	U	1		A2.A1D
52	(Q) accident(s). Stationary traffic	215		0	D	1	U	1		B1.A1
53	(Q) accident(s). Stationary traffic for 1 km	216		0	D	1	U	1		B1.A101

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Table 2 *(continued)*

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
54	(Q) accident(s). Stationary traffic for 2 km	217		0	D	1	U	1		B1.A102
55	(Q) accident(s). Stationary traffic for 3 km	348		0	D	1	U	1		B1.A103
56	(Q) accident(s). Stationary traffic for 4 km	218		0	D	1	U	1		B1.A104
57	(Q) accident(s). Stationary traffic for 6 km	219		0	D	1	U	1		B1.A106
58	(Q) accident(s). Stationary traffic for 10 km	220		0	D	1	U	1		B1.A110
59	(Q) accident(s). Risk of stationary traffic	221		0	D	1	U	1		B1.A1D
60	(Q) accident(s). Queuing traffic	222		0	D	1	U	1		B1.A2
61	(Q) accident(s). Queuing traffic for 1 km	223		0	D	1	U	1		B1.A201
62	(Q) accident(s). Queuing traffic for 2 km	224		0	D	1	U	1		B1.A202
63	(Q) accident(s). Queuing traffic for 3 km	349		0	D	1	U	1		B1.A203
64	(Q) accident(s). Queuing traffic for 4 km	225		0	D	1	U	1		B1.A204
65	(Q) accident(s). Queuing traffic for 6 km	226		0	D	1	U	1		B1.A206
66	(Q) accident(s). Queuing traffic for 10 km	227		0	D	1	U	1		B1.A210
67	(Q) accident(s). Risk of queuing traffic	228		0	D	1	U	1		B1.A2D
68	(Q) accident(s). Slow traffic	229		0	D	1	U	1		B1.A3
69	(Q) accident(s). Slow traffic for 1 km	230		0	D	1	U	1		B1.A301
70	(Q) accident(s). Slow traffic for 2 km	231		0	D	1	U	1		B1.A302
71	(Q) accident(s). Slow traffic for 3 km	350		0	D	1	U	1		B1.A303
72	(Q) accident(s). Slow traffic for 4 km	232		0	D	1	U	1		B1.A304
73	(Q) accident(s). Slow traffic for 6 km	233		0	D	1	U	1		B1.A306
74	(Q) accident(s). Slow traffic for 10 km	234		0	D	1	U	1		B1.A310
75	(Q) accident(s). Heavy traffic	236		0	D	1		1		B1.A4
76	(Q) accident(s). Traffic flowing freely	238		0	(D)	1		1		B1.A5
77	(Q) accident(s). Traffic building up	239		0	D	1		1		B1.A6
78	vehicles slowing to look at (Q) accident(s). Stationary traffic	250		0	D	1	U	1		B8.A1
79	vehicles slowing to look at (Q) accident(s). Stationary traffic for 1 km	251		0	D	1	U	1		B8.A101
80	vehicles slowing to look at (Q) accident(s). Stationary traffic for 2 km	252		0	D	1	U	1		B8.A102
81	vehicles slowing to look at (Q) accident(s). Stationary traffic for 3 km	352		0	D	1	U	1		B8.A103
82	vehicles slowing to look at (Q) accident(s). Stationary traffic for 4 km	253		0	D	1	U	1		B8.A104
83	vehicles slowing to look at (Q) accident(s). Stationary traffic for 6 km	254		0	D	1	U	1		B8.A106
84	vehicles slowing to look at (Q) accident(s). Stationary traffic for 10 km	255		0	D	1	U	1		B8.A110
85	vehicles slowing to look at (Q) accident(s). Risk of stationary traffic	256		0	D	1	U	1		B8.A1D
86	vehicles slowing to look at (Q) accident(s). Queuing traffic	257		0	D	1	U	1		B8.A2
87	vehicles slowing to look at (Q) accident(s). Queuing traffic for 1 km	258		0	D	1	U	1		B8.A201
88	vehicles slowing to look at (Q) accident(s). Queuing traffic for 2 km	259		0	D	1	U	1		B8.A202

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Table 2 *(continued)*

Line	Text (metric units)	Code	N	Q	T	D	U	C	P	R
89	vehicles slowing to look at (Q) accident(s). Queuing traffic for 3 km	353		0	D	1	U	1		B8.A203
90	vehicles slowing to look at (Q) accident(s). Queuing traffic for 4 km	260		0	D	1	U	1		B8.A204
91	vehicles slowing to look at (Q) accident(s). Queuing traffic for 6 km	261		0	D	1	U	1		B8.A206
92	vehicles slowing to look at (Q) accident(s). Queuing traffic for 10 km	262		0	D	1	U	1		B8.A210
93	vehicles slowing to look at (Q) accident(s). Risk of queuing traffic	263		0	D	1	U	1		B8.A2D
94	vehicles slowing to look at (Q) accident(s)	208		0	(D)	1		1		B8
95	vehicles slowing to look at (Q) accident(s). Slow traffic	264		0	D	1	U	1		B8.A3
96	vehicles slowing to look at (Q) accident(s). Slow traffic for 1 km	265		0	D	1	U	1		B8.A301
97	vehicles slowing to look at (Q) accident(s). Slow traffic for 2 km	266		0	D	1	U	1		B8.A302
98	vehicles slowing to look at (Q) accident(s). Slow traffic for 3 km	354		0	D	1	U	1		B8.A303
99	vehicles slowing to look at (Q) accident(s). Slow traffic for 4 km	267		0	D	1	U	1		B8.A304
100	vehicles slowing to look at (Q) accident(s). Slow traffic for 6 km	268		0	D	1	U	1		B8.A306
101	vehicles slowing to look at (Q) accident(s). Slow traffic for 10 km	269		0	D	1	U	1		B8.A310
102	vehicles slowing to look at (Q) accident(s). Heavy traffic	271		0	D	1		1		B8.A4
103	vehicles slowing to look at (Q) accident(s). Traffic building up	274		0	D	1		1		B8.A6
104	vehicles slowing to look at (Q) accident(s). Danger	355		0	(D)	1	U	1		B8.Z91
105	(Q) shed load(s). Stationary traffic	278		0	D	1	U	1		B10.A1
106	(Q) shed load(s). Stationary traffic for 1 km	279		0	D	1	U	1		B10.A101
107	(Q) shed load(s). Stationary traffic for 2 km	280		0	D	1	U	1		B10.A102
108	(Q) shed load(s). Stationary traffic for 3 km	356		0	D	1	U	1		B10.A103
109	(Q) shed load(s). Stationary traffic for 4 km	281		0	D	1	U	1		B10.A104
110	(Q) shed load(s). Stationary traffic for 6 km	282		0	D	1	U	1		B10.A106
111	(Q) shed load(s). Stationary traffic for 10 km	283		0	D	1	U	1		B10.A110
112	(Q) shed load(s). Risk of stationary traffic	284		0	D	1	U	1		B10.A1D
113	(Q) shed load(s). Queuing traffic	285		0	D	1	U	1		B10.A2
114	(Q) shed load(s). Queuing traffic for 1 km	286		0	D	1	U	1		B10.A201
115	(Q) shed load(s). Queuing traffic for 2 km	287		0	D	1	U	1		B10.A202
116	(Q) shed load(s). Queuing traffic for 3 km	357		0	D	1	U	1		B10.A203
117	(Q) shed load(s). Queuing traffic for 4 km	288		0	D	1	U	1		B10.A204
118	(Q) shed load(s). Queuing traffic for 6 km	289		0	D	1	U	1		B10.A206
119	(Q) shed load(s). Queuing traffic for 10 km	290		0	D	1	U	1		B10.A210
120	(Q) shed load(s). Risk of queuing traffic	291		0	D	1	U	1		B10.A2D
121	(Q) shed load(s). Slow traffic	292		0	D	1	U	1		B10.A3

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