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BSI Standards Publication

# Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV)

## Part 8: Vehicle access management

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## National foreword

This British Standard is the UK implementation of ISO 15638-8:2014. It supersedes PD ISO/TS 15638-8:2013 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee EPL/278, Intelligent transport systems.

A list of organizations represented on this committee can be obtained on request to its secretary.

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# INTERNATIONAL STANDARD

# ISO 15638-8

First edition
2014-07-15

# Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) —

## Part 8: Vehicle access management

*Systèmes intelligents de transport — Cadre pour applications télématiques coopératives pour véhicules réglementés (TARV) —*

*Partie 8: Monitorage de l'accès des véhicules*

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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 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*.

This first edition cancels and replaces ISO/TS 15638-8:2013.

ISO 15638 consists of the following parts, under the general title, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV)*:

— *Part 1: Framework and architecture*

— *Part 2: Common platform parameters using CALM*

— *Part 3: Operating requirements, 'Approval Authority' approval procedures, and enforcement provisions for the providers of regulated services*

— *Part 5: Generic vehicle information*

— *Part 6: Regulated applications*

— *Part 7: Other applications*

— *Part 8: Vehicle access management*

— *Part 9: Remote electronic tachograph monitoring (RTM)*

— *Part 10: Emergency messaging system/eCall (EMS)*

— *Part 11: Driver work records*

— *Part 12: Vehicle mass monitoring*

— *Part 14: Vehicle access control*

— *Part 15: Vehicle location monitoring*

— *Part 16: Vehicle speed monitoring*


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— *Part 17: Consignment and location monitoring*

— *Part 18: ADR (Dangerous Goods) transport monitoring (ADR)*

— *Part 19: Vehicle parking facilities (VPF)*

The following parts are under preparation

— *Part 4: System security requirements*

— *Part 13: 'Mass' information for jurisdictional control and enforcement*

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# Introduction

Many ITS technologies have been embraced by commercial transport *operators* (4.38) and freight owners, in the areas of fleet management, safety and security. *Telematics* (4.52) applications have also been developed for governmental use. Such regulatory services in use or being considered vary from *jurisdiction* (4.33) to *jurisdiction*, but include electronic on-board recorders, vehicle charging, digital *tachograph* (4.51), on-board *mass* (4.36) monitoring, vehicle *access* (4.1) *methods*, *hazardous goods (4.44x)* tracking and e-call (4.26). Additional applications with a regulatory impact being developed include, fatigue management, speed monitoring and heavy vehicle charging based on *mass (57)*, location, distance and time.

In such an emerging environment of regulatory and *commercial applications* (4.17), it is timely to consider an overall *architecture* (4.12) (business and functional) that could support these functions from a single platform within a commercial freight vehicle that operate within such regulations. International Standards will allow for a speedy development and *specification* (4.50) of new applications that build upon the functionality of a generic specification platform. A suite of standards deliverables is required to describe and define the *framework* (4.28) 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* (4.33).

This suite of standards addresses and defines the *framework* (4.28) for a range of cooperative *telematics* (4.52) applications for *regulated vehicles* (4.42) (such as *access methods* (4.3), driver *f*atigue management, speed monitoring, on-board *mass* (4.36) monitoring and charging). The overall scope includes the concept of operation, legal and regulatory issues, and the generic cooperative provision of services to *regulated vehicles* (4.42), using an on-board ITS platform. The *framework* is based on a (multiple) *service provider* (4.48) oriented approach with provisions for the *approval* (4.9) and *auditing* (4.13) of *service providers*.

This suite of standards deliverables will

— provide the basis for future development of cooperative *telematics* (4.52) applications for *regulated vehicles* (4.42). Many elements to accomplish this are already available. Existing relevant standards will be referenced, and the *specifications* (4.50) 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* (4.42),

— a business *architecture* (4.12) based on a (multiple) *service provider* (4.48) oriented approach, and

— address legal and regulatory aspects for the *approval* (4.9) and *auditing* (4.13) 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* (4.52) 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 the ISO 15638 family of standards deliverables provides *specifications* (4.50) for vehicle access management and monitoring.

NOTE 1 The definition of what comprises a “regulated” vehicle is regarded as an issue for National decision, and may vary from *jurisdiction* (4.33) to *jurisdiction*. This suite of standards deliverables does not impose any requirements on nations in respect of how they define a *regulated vehicle* (4.42).

NOTE 2 The definition of what comprises a “regulated” service is regarded as an issue for National decision, and may vary from *jurisdiction* (4.33) to *jurisdiction*. This suite of standards deliverables does not impose any requirements on nations in respect of which services for *regulated vehicles* (4.42) *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 cooperative telematics applications for regulated vehicles (TARV) —

## Part 8: Vehicle access management

## 1 Scope

This part of ISO 15638 addresses the provision of "*vehicle access management*" (4.45) (and monitoring) and specifies the form and content of such data required to support such systems, and *access methods* (4.3) to that data.

The scope of this part of ISO 15638 is to provide *specifications* (4.50) for common communications and data exchange aspects of the *application service* (4.6) vehicle access monitoring that a *regulator* (4.43) may elect to require or support as an option, including

a) high level definition of the service that a *service provider* (4.48) has to provide, (The service definition describes common service elements; but does not define the detail of how such an *application service* (4.6) is instantiated, not the acceptable value ranges of the data concepts defined),

b) means to realize the service, and

c) application data, naming content, and quality that an *IVS* (4.29) has to deliver.

The definition of what comprises a "regulated" service is regarded as an issue for National decision, and may vary from *jurisdiction* (4.33) to *jurisdiction*. This International Standard 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.

This International Standard has been developed for use in the context of regulated commercial freight vehicles [hereinafter referred to as "*regulated vehicles*" (4.42)]. 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* (4.6) described in this part of ISO 15638 shall be within the regulations imposed by the *jurisdiction* (4.33) where they are instantiated. Conformance requirements to meet the provisions of this International Standard are therefore deemed to be under the control of, and to the specification of, the *jurisdiction* where the *application service*(s) is/are instantiated.

The protocols defined in this part of ISO 15638 have been independently tested. Annex B 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.

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## 3 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 15638-1, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 1: Framework and architecture*

ISO 15638-2, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 2: Common platform parameters using CALM*

ISO 15638-3, *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*

ISO 15638-4, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — System security requirements (in development)*

ISO 15638-5, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 5: Generic vehicle information*

ISO 15638-6, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 6: Regulated applications*

## 4 Terms and definitions

For the purposes of this document, the following terms and definitions given in ISO 15638-1 and the following apply.

**4.1**
**access**
admittance, entry, permit to use the road network and/or associated infrastructure (bridges, tunnels etc.)

**4.2**
**access control**
procedures and measures to control admittance, entry, permit to use the road network, and/or associated infrastructure (bridges, tunnels, etc.)

**4.3**
**access methods**
procedures and protocols to provision and retrieve data

**4.4**
**access monitoring**
observation and recording of vehicle related data when using the road network and/or associated infrastructure (bridges, tunnels, etc.)

**4.5**
**app**
small (usually) *Java™* (4.32) applets, organized as software bundles, that support *application services* (4.6) by keeping the *data pantry* (4.23) provisioned with up to date data

**4.6**
**application service**
service provided by a *service provider* (4.48) enabled by accessing data from the *IVS* (4.29) of a *regulated vehicle* (4.42) via a wireless communications network


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**4.7**
**application service provider**
**ASP**
party that provides an *application service* (4.6)

**4.8**
**app library**
separately secure area of memory in *IVS* (4.29) where apps are stored

[SOURCE: with different access controls to *data pantry* (4.23)]

**4.9**
**approval**
formal affirmation that an applicant has satisfied all the requirements for appointment as an *application service provider* (4.7) or that an application service delivers the required service levels

**4.10**
**approval agreement**
written agreement made between an *approval authority (regulatory)* (4.11) and a *service provider* (4.48)

Note 1 to entry: An app*roval authority (regulatory)* approval agreement recognizes the fact that a *service provider,* having satisfied the *approval authority's* requirements for appointment as a **s***ervice provider,* is appointed in that capacity, and sets out the legal obligations of the parties with respect to the on-going role of the *service provider*

**4.11**
**approval authority (regulatory)**
organization (usually independent) which conducts *approval* (4.9) and ongoing *audit* (4.13) for *service provider* (4.48) on behalf of a *jurisdiction* (4.33)

**4.12**
**architecture**
formalized description of the design of the structure of *TARV* and its *framework* (4.28)

**4.13**
**audit/auditing**
review of a party's capacity to meet, or continue to meet, the initial and ongoing *approval agreements* (4.10) as a *service provider* (4.48)

**4.14**
**basic vehicle data**
data that shall be maintained/provided by all *IVS* (4.29)

[SOURCE: regardless of *jurisdiction* (4.33)]

**4.15**
**BigBubble**
zones, such as metropolitan area, which include within them several *sensitive/restricted zones* (4.46)

**4.16**
**communications access for land mobiles**
**CALM**
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* (4.53) 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 standardised media using *ITS-stations* (4.31) to provide wireless support for applications, such that the application is independent of any particular wireless medium

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**4.17**
**commercial application(s)**
ITS applications in *regulated vehicles* (4.42) for commercial (non-regulated) purposes

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

**4.18**
**consignment**
shipment of goods/cargo to a destination

**4.19**
**controlled zone/controlled access zone**
defined physical area which the *jurisdiction* (4.33) or *controlled zone* (4.19) manager determines require *access control* (4.2) for regulated vehicles

**4.20**
**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* (4.31) 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* (4.30)

**4.21**
**'CoreData'**
*basic vehicle data* (4.14) plus any additional data required to provide an implemented *regulated application service* (4.41)

**4.22**
**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

**4.23**
**data pantry**
secure area of memory in *IVS* (4.29) where data values are stored

[SOURCE: with different access controls to *app library* (4.8)]

**4.24**
**driver**
person driving the *regulated vehicle* (4.42) at any specific point in time

**4.25**
**driver work records**
**DWR**
collection, collation, and transfer of *driver* (4.24) work and rest hours data from an *in-vehicle system* (4.29) to an *application service provider* (4.7)

**4.26**
**eCall**
specialized instantiation of an *EMS* (4.27) that provides incident messaging and communication with a public service assistance point via priority wireless telephone communications using its emergency call capabilities

**4.27**
**emergency message system**
**EMS**
collection, collation, and transfer of emergency message data from an *in-vehicle system* (4.29) to an *application service provider* (4.7)


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**4.28**
**framework**
particular set of beliefs, ideas referred to in order to describe a scenario or solve a problem

**4.29**
**in-vehicle system**
**IVS**
*ITS-station* (4.31) and connected equipment on board a vehicle

**4.30**
**ITS service**
communication functionality offered by an *ITS-station* (4.31) to an *ITS-station* application

**4.31**
**ITS-station**
**ITS-s**
entity in a communication network, comprised of application, *facilities (4.40x)*, networking and access layer components specified in ISO 21217 that operate within a bounded secure management domain

**4.32**
**Java™**
object oriented open source operating language developed by SUN systems

**4.33**
**jurisdiction**
government, road or traffic authority which owns the *regulatory applications* (4.40)

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

**4.34**
**jurisdiction regulator**
agent of the *jurisdiction* (4.33) appointed to regulate and manage *TARV* within the domain of the *jurisdiction*; may or may not be the *approval authority (regulatory)* (4.11)

**4.35**
**local data tree**
**LDT**
frequently updated data concept stored in the on on-board *data pantry* (4.23) containing a collection of data values deemed essential for either a) *TARV regulated application service* (4.41), or b) *cooperative intelligent transport systems* (4.20)

**4.36**
**mass**
mass of a given heavy vehicle as measured by equipment affixed to the *regulated vehicle* (4.42)

**4.37**
**"Mass" information for jurisdictional control and enforcement**
**MICE/MRC**
collection, collation, and transfer of *vehicle mass* (4.36) data from an *in-vehicle system* (4.29) to an applic*ation service provider* (4.7) to enable data provision to *jurisdictions* (4.33) for the control and management of equipped vehicles based on the mass of the *regulated vehicle* (4.42), or use of such data to enable compliance with the provisions of regulations

**4.38**
**operator**
fleet manager of a *regulated vehicle* (4.42)

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**4.39**
**prime service provider**
*service provider* (4.48) who is the first contractor to provide *regulated application services* (4.41) to the *regulated vehicle* (4.42), or a nominated successor on termination of that initial contract; the *prime service provider* is also responsible to maintain the installed *IVS* (4.29); if the *IVS* was not installed during the manufacture of the vehicle the *prime service provide*r is also responsible to install and commission the *IVS*

**4.40**
**regulated/regulatory application**
application arrangement using TARV utilised by *jurisdictions* (4.33) 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*; may be mandatory or voluntary at the discretion of the *jurisdiction*

**4.41**
**regulated application service**
*TARV application service* to meet the requirements of a regulated application that is mandated by a regulation imposed by a *jurisdiction* (4.33), or is an option supported by a *jurisdiction*

**4.42**
**regulated vehicle/regulated commercial freight vehicle**
vehicle that is subject to regulations determined by the *jurisdiction* (4.33) 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; at the option of *jurisdictions*; this may require the provision of information via *TARV* or provide the option to do so

**4.43**
**regulator**
see *jurisdiction regulator* (4.34)

**4.44**
**remote tachograph monitoring**
**RTM**
collection, collation, and transfer of data from an on-board electronic *tachograph* (4.51) system to an *application service provider* (4.7)

**4.45**
**secure parking facility**
**SPF**
parking facility for regulated and other commercial vehicles that meets the requirements of the local *jurisdiction* (4.33) in its ability and associated administration and management to provide safe and secure parking for regulated and other commercial vehicles

**4.46**
**sensitive/restricted zone (*SZM*)**
defined physical area which the *jurisdiction* (4.33) or sensitive/restricted zone manager determines require special monitoring (e.g. urban pedestrian areas, school, and hospital surroundings, ...), freight villages, ports, road sensitivity infrastructure (bridges, tunnels, ...), weight restricted areas, width restricted areas, areas where there has been an accident or incident, etc.

**4.47**
**sensitive/restricted zone management**
monitoring and management of *regulated commercial freight vehicle*s (4.42) in additional to normal traffic management, as specified by the *jurisdiction* (4.33) or its agents to apply to *regulated commercial freight vehicle*s


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**4.48**
**service provider**
party which is approved by an *approvalauthority (regulatory)* (4.11) as suitable to provide regulated or commercial ITS *application services* (4.6)

**4.49**
**session**
wireless communication exchange between the *ITS-station* (4.31) of an *IVS* (4.29) and the *ITS-station* of its *application service provider* (4.7) to achieve data update, data provision, upload apps, or otherwise manage the provision of the *application service* (4.6), or a wireless communication provision of data to the *ITS-station* of an *IVS* (4.29) from any other *ITS-station*

**4.50**
**specification**
explicit and detailed description of the nature and functional requirements and minimum performance of equipment, service or a combination of both

**4.51**
**tachograph**
sender unit mounted to a vehicle gearbox, a tachograph head and a digital driver card, which records the *regulated commercial freight vehicle* (4.42) speed and the times at which it was driven and aspects of the *driver's* (4.24) activity selected from a choice of modes

**4.52**
**telematics**
use of wireless media to obtain and transmit (data) from a distant source

**4.53**
**user**
individual or party that enrols in and operates within a regulated or *commercial application* (4.17) *service* (4.6)

EXAMPLE *Driver (4.24),* transport *operator (4.38),* freight owner, etc.

**4.54**
**vehicle access control**
**VAC**
control of *regulatedcommercial freight vehicles* (4.42) ingress to and egress from controlled areas, and related charging systems

**4.55**
**vehicle access management**
**VAM**
monitoring and management of *regulated commercial freight vehicles* (4.42) approaching or within sensitive and controlled areas

**4.56**
**vehicle location monitoring**
**VLM**
collection, collation, and transfer of vehicle location data from an *in-vehicle system* (4.29) to an *application service provider* (4.7)

**4.57**
**vehicle mass monitoring**
**VMM**
collection, collation, and transfer of vehicle *mass* (4.36) data from an *in-vehicle system* (4.29) to an *application service provider* (4.7)

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**4.58**
**vehicle parking facilities**
**VPF**
system for booking and *access* (4.1) to and egress from a vehicle parking facility (VPF)

**4.59**
**vehicle speed monitoring**
**VSM**
collection, collation, and transfer of vehicle speed data from an *in-vehicle system* (4.29) to an *application service provider* (4.7)

## 5 Symbols (and abbreviated terms)

AA *approval authority (regulatory)* (4.11)

ADR *Accord Européen relatif au transport international des marchandises Dangereuses par Route (4.6x)* [*dangerous goods* (4.22)]

app *applet* (JAVA™ application or similar) (4.5)

AS *application service* (4.6)

ASP *application service provider* (4.7)

CALM *communications access for land mobiles* (4.16)

C-ITS *cooperative intelligent transport systems* (4.20)

Dr *driver* (4.24)

DWR *driver work records* (4.25)

EDGE enhanced data rate GSM evolution

EMS *emergency message system* (4.27)

GPRS global packet radio system

GSM global system mobiles

GHz gigahertz

Hz hertz

ID identity

IP internet protocol

ITS-S *ITS station* (4.31)

IVS *In-vehicle system* (4.29)

J *jurisdiction* (4.33)

LDT *local data tree* (4.35)

LTE long term evolution (mobile phone generation after 3G)

MICE *"Mass" information for jurisdictional control and enforcement* (4.37)

Op *operator* (4.38)


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PSP *prime service provider* (4.39)

RTM *remote tachograph monitoring* (4.44)

SZM sensitive zone manager/management (4.47)

SE service element

SZM *sensitive/restricted zone management* (4.47)/manager

TARV *telematics* (4.52) applications for *regulated commercial freight vehicles* (4.42)

VAC *vehicle access control* (4.54)

VAM *vehicle access management* (4.55)

VLM *vehicle location monitoring* (4.56)

VMM *vehicle mass monitoring* (4.57)

VPF *vehicle parking facility* (4.45)

VSM *vehicle speed monitoring* (4.59)

## 6 General overview and framework requirements

ISO 15638-1 provides a *framework* (4.28) and *architecture* (4.12) for *TARV*. It provides a general description of the roles of the actors in *TARV* and their relationships.

To understand clearly the *TARV* framework, *architecture* (4.12) and detail and *specification* (4.50) of the roles of the actors involved, the reader is referred to ISO 15638-1.

ISO 15638-6 provides the core requirements for all regulated applications. To understand clearly the general context in to which the provision of this application service, the reader is referred to ISO 15638-6.

In order to be compliant with this part of ISO 15638, the overall architecture employed shall comply with ISO 15638-1.

In order to be compliant with this part of ISO 15638, the communications employed shall comply with ISO 15638-2.

In order to be compliant with this part of ISO 15638, the operating requirements employed shall comply with ISO 15638-3.

In order to be compliant with this part of ISO 15638, the security employed shall comply with ISO 15638-4.

In order to be compliant with this part of ISO 15638, the basic vehicle data shall comply with ISO 15638-5.

In order to be compliant with this part of ISO 15638, the generic conditions for this application service shall comply with ISO 15638-6.

This International Standard has been developed for use in the context of regulated commercial freight vehicles. There is nothing, however, to prevent a jurisdiction extending or adapting the scope to include other types of regulated vehicles, as it deems appropriate.

## 7 Requirements for services using generic vehicle data

The means by which the access commands for generic vehicle information specified in ISO 15638-5 can be used to provide all or part of the data required in order to support a *regulated application service* (4.41) shall be as defined in ISO 15638-6.

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# 8 Application services that require data in addition to basic vehicle data

## 8.1 General

Shall be conducted as defined in ISO 15638-6.

## 8.2 Quality of service requirements

This part of ISO 15638 contains no general requirements concerning quality of service. Such aspects shall be determined by a *jurisdiction* (4.33) as part of its *specification* (4.50) for any particular *regulated application service* (4.41). However, where a specified *regulated application service* (4.41) has specific Q of S requirements essential to maintain interoperability, these aspects shall be as specified in Clause 10.

## 8.3 Test requirements

This part of ISO 15638 contains no general requirements concerning test requirements. Such aspects shall be determined by a *jurisdiction* (4.33) as part of its *specification* (4.50) for any particular *regulated application service* (4.41), and issued as a formal test requirements *specification* (4.50) document. However, where a specified *regulated application service* (4.41) has specific test requirements essential to maintain interoperability, these aspects shall be as specified in Clause 10 relating to this *regulated application service,* or in a separate standards deliverable referenced within that clause. And where multiple *jurisdictions* recognize a benefit to common test procedures for a specific *regulated application service,* this shall be the subject of a separate standards deliverable.

## 8.4 Marking, labelling, and packaging

This part of ISO 15638 has no specific requirements for marking labelling or packaging.

However, where the privacy of an individual may be potentially or actually compromised by any instantiation based on this International Standard, the contracting parties shall make such risk explicitly known to the implementing *jurisdiction* (4.33) and shall abide by the privacy laws and regulations of the implementing *jurisdiction* and shall mark up or label any contracts specifically and explicitly drawing attention to any loss of privacy and precautions taken to protect privacy. Attention is drawn to ISO/TR 12859 in this respect.

# 9 Common features of regulated TARV application services

## 9.1 General

The details of the instantiation of *regulated application service* (4.41) are as designed by the application service system to meet the requirements of a particular *jurisdiction* (4.33) and are not defined herein. ISO 15638-6 specifies the generic roles and responsibilities of actors in the systems, and instantiations that claim compliance with this part of ISO 15638 shall also be compliant with the requirements of ISO 15638-6.

The means by which data are provisioned into the *data pantry* (4.23), and the means to obtain the *TARV LDT* (4.35) and *"CoreData"* (4.21) are described in of ISO 15638-6, Clause 8.

In order to minimize demand on the *IVS* (4.29) [which it is assumed will be performing multiple *application services* (4.6) simultaneously, as well as supporting general safety related cooperative vehicle systems, see ISO 15638-1 for further details], and because national requirements and system offerings will differ, a "cloud" approach has been taken in defining *TARV regulated application services* (4.41).

The *TARV* approach is for the on-board *app* (4.5) supporting the application service to collect and collate the relevant data, and at intervals determined by the *app,* or on demand from the *application service provider* (*ASP*) (4.7), pass that data to the *ASP.* All of the actual application service processing shall occur in the mainframe system of the *ASP* (in the "cloud").


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