

Traffic and Traveller Information(TTI)— TTI Messages via Traffic Message Coding

Part 1. Coding Protocol for Radio Data System— Traffic Message Channel (RDS–TMC)

ICS 35.240.60

Committees responsible for this Draft for Development

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- Automatic Identification Manufacturers Association (AIM UK)
- British Telecommunications plc
- Consumer Policy Committee of BSI
- Department of Transport
- GAMBICA (BEAMA Ltd.)
- Road Signalling Development Association
- Society of Motor Manufacturers and Traders Limited

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National foreword

This Part of DD ENV 12313 has been prepared by Technical Committee EPL/278, and is the English language version of ENV 12313-1 : 1996, published by the European Committee for Standardization (CEN).

This Draft for Development is not to be regarded as a British Standard.

It is being issued in the Draft for Development series of publications and is of a provisional nature because the level of innovation on this subject is currently high. It should be applied on this provisional basis so that information and experience of its practical application may be obtained.

Comments arising from the use of this Draft for Development are requested so that the UK experience can be reported to the European organization responsible for its conversion to a European Standard. A review of this publication will be initiated 2 years after its publication by the European organization so that a decision can be taken on its status at the end of its three-year life. The commencement of the review period will be notified by an announcement in BSI Update.

According to the replies received by the end of the review period, the responsible BSI Committee will decide whether to support the conversion into a European Standard, to extend the life of the prestandard or to withdraw it. Comments should be sent in writing to the Secretary of BSI Technical Committee EPL/278 at BSI, 389 Chiswick High Road, London, W4 4AL, giving the document reference and clause number and proposing, where possible, an appropriate revision of the text.

Cross-reference

Publication referred to	Corresponding British Standard
EN 50067	BS EN 50067 : 1992 <i>Specification for radio data systems (RDS)</i>

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English version

**Traffic and Traveller Information (TTI) - TTI
Messages via Traffic Message Coding - Part 1:
Coding Protocol for Radio Data System -Traffic
Message Channel (RDS-TMC)**

This European Prestandard (ENV) was approved by CEN on 1996-07-24 as a prospective standard for provisional application. The period of validity of this ENV is limited initially to three years. After two years the members of CEN will be requested to submit their comments, particularly on the question whether the ENV can be converted into an European Standard (EN).

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CONTENTS LIST

FOREWORD (INFORMATIVE).....	5
INTRODUCTION (INFORMATIVE).....	6
TITLE (NORMATIVE)	8
SCOPE (NORMATIVE)	9
<i>a) General Scope</i>	<i>9</i>
<i>b) Content.....</i>	<i>9</i>
<i>c) Message Management.....</i>	<i>10</i>
<i>d) Transmission</i>	<i>10</i>
<i>e) Event list</i>	<i>10</i>
NORMATIVE REFERENCES (NORMATIVE).....	10
DEFINITIONS (NORMATIVE).....	11
1. APPLICATION	12
1.1 DEFINITION OF THE TMC "TRAVEL SERVICE"	12
1.2 TMC VIRTUAL TERMINAL	13
1.3 EVENT-ORIENTATED DRIVER INFORMATION MESSAGES	13
1.4 STRATEGIC AND TACTICAL INFORMATION	14
1.5 GEOGRAPHIC RELEVANCE (CEN TC278 SWG7.3)	15
1.6 TRANSMITTED MESSAGE PRIORITY	15
1.7 EVENT CATALOGUE	16
1.8 FUTURE EXTENSIONS.....	16
2. PRESENTATION	17
2.1 TMC VIRTUAL LANGUAGE	17
2.2 MESSAGE CONTENT	18
2.2.1 Event description (11 bits)	18
2.2.2 Primary Location (16 bits).....	19
2.2.3 Direction and Extent (4 bits).....	19
2.2.3.1 Direction (1 Bit).....	19
2.2.3.2 Extent (3 Bit).....	19
2.2.4 Duration (3 bits)	20
2.2.5 Diversion advice (1 bit).....	23
2.3 IMPLICIT INFORMATION.....	23
2.4 OPTIONAL MESSAGE CONTENT	26
2.4.0 Combination of optional description content.....	27
2.4.1 Control codes (label 1).....	28
2.4.2 Length of route affected (label 2)	29
2.4.3 Speed limit (label 3).....	29
2.4.4 Additional quantifiers (label 4 and 5).....	29
2.4.5 Supplementary information (label 6)	29
2.4.6 Start and stop times (label 7 and 8).....	29
2.4.7 Multi-event messages (label 9).....	30
2.4.8 Detailed diversion instructions (label 10).....	31
2.4.9 Destinations (label 11).....	31
2.4.10 Cross linkage to source of problem (label 13)	31
3. MESSAGE MANAGEMENT	33

3.1	SYSTEM MESSAGES (32 BITS).....	34
3.1.1	<i>Transmitter information</i>	34
3.2	MESSAGE REPETITION	35
3.3	MESSAGE UPDATING	35
3.4	MESSAGE DELETION.....	36
3.4.1	<i>Message persistence</i>	36
3.4.2	<i>Detailed stop-time</i>	37
3.4.3	<i>Silent cancellation message</i>	38
3.4.4	<i>Null message</i>	38
3.5	OUT OF AREA REFERENCING	38
3.5.1	<i>Structure of the EUROAD database</i>	38
3.5.2	<i>Transmission of EUROAD messages</i>	40
3.5.3	<i>Traffic data exchange</i>	40
4.	TRANSMISSION.....	41
4.1	FORMAT OF TYPE 8A GROUPS	41
4.2	IMMEDIATE REPETITION	41
4.3	SINGLE GROUP USER MESSAGES.....	42
4.4	SYSTEM MESSAGES	44
4.4.1	<i>Transmitter information</i>	44
4.5	MULTI-GROUP MESSAGES	45
4.5.1	<i>First group</i>	46
4.5.2	<i>Subsequent groups</i>	48

FOREWORD (INFORMATIVE)

This European Prestandard has been prepared by Working Group 4 (Sub-Working Group 4.1) of Technical Committee CEN/TC 278 'Road transport and traffic telematics', the secretariat of which is held by NNI.

In the field of Traffic and Traveller Information, the innovative rate is high, with many research and development projects under way in many countries, and there is a need to establish prospective standards which allow competitive manufacturers to introduce products to the market in the knowledge that they can accommodate the future issues of the standard(s) without fundamental change to equipment.

This ENV is the text submitted for approval and includes editorial changes based on comments received with the votes and developed by the WG. It contains corrections on inconsistencies and textual changes to avoid misunderstandings. It replaces any previous version. For easier understanding revision marks will reflect the differences to Version 2.10.

Necessary technical changes, which already have been identified, are in process of submission to CEN TC 278 for approval and will be included in the next version.

No known national standards (identical or conflicting) exist on this subject.

According to the CEN/CENELEC Internal Regulations, the national standards organisations of the following countries are bound to announce this European Prestandard: Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and the United Kingdom.

INTRODUCTION (INFORMATIVE)

Traffic and traveller information may be disseminated through a number of services or means of communication, covering static displays, inter-active terminals and in-vehicle equipment.

For all such services, the data to be disseminated and the message structure involved in the various interfaces require clear definition and standard formats, in order to allow competitive products to operate with any received data.

This pre-standard focuses on the data specification for TTI messages, their network layer and their service layer, to be conveyed by the RDS-TMC feature, specified in EN 50067:1996. Other pre-standards are being developed by CEN TC 278 Working Group 4 to cover TTI messages which may be conveyed by other carriers.

There are many functional responsibilities associated with the provision of an RDS-TMC service, ranging from road based data collection, to message compilation and finally transmission. In the course of CEN TC 278 SWG 4.1 work, it was noted that the functional responsibilities and their names were not commonly understood. The key functions are defined to help give a general understanding, whilst using this standard.

Data Service Provider

An organisation that manages any data service, by gathering data, processing data and selling the data service. A Data Service Provider then negotiates for the use of the necessary data bandwidth with a Broadcaster and/or Transmission Operator. A Data Service Provider is responsible for the "quality" of data to his customers and must provide suitable customer support. Editorial control over the data may be part of a "data bit-rate contract" agreement. (For example a TMC service may require the Broadcaster to apply some editorial control, so that both TMC messages and other broadcast services, such as spoken or teletext traffic and travel information, possibly derived from more than one source, are not contradictory.)

Programme Service Provider

An organisation that manages and originates programming and associated data for broadcast. This will often be carried out by a Broadcaster but allows for the subtle distinction, where a separate company is commissioned to produce a programme, together with associated data, eg text of teachers notes for an educational series.

Broadcaster

A traditionally incorporated organisation responsible for a continuous strand of programmes, their quality and programme associated data, as well as responsible for overall coordination of "broadcast transmissions" (often a Broadcaster is the licensee of a national regulator). A Broadcaster may also be a Programme Service Provider and sometimes be a Data Service Provider.

Network Operator

An organisation contracted to supply both programme and data circuits interconnecting Data Service Provider, Programme Service Provider, Broadcaster and Transmission Operator. According to the connections, various protocols may be used, eg ALERT C, EBU UECP.

Transmission Operator

Organisation responsible for the actual transmission of the full broadcast signal including the audio programme, programme associated data and data services. Normally a Transmission Operator is contracted to perform the transmission task by a Broadcaster.

Broadcasters already provide valuable TTI services to motorists, in countries throughout Europe, using spoken reports and teletext information. Due to the widespread adoption of the Radio Data System, there is now the possibility of transmitting coded TTI messages digitally and "silently" using the TMC feature, which avoids the interruption of planned programmes. Potentially this has two advantages: messages can be decoded into the "language" of the user, regardless of location and many more messages can be made available.

ALERT C Protocol defined in this specification supports a digital, silent broadcasting service for motorists, providing information about many kinds of traffic events. This includes roadworks, weather and traffic incident information relating to major national and international routes, regional routes and local or urban roads.

The present pre-standard is based on the 'ALERT C traffic message coding protocol' (proposed pre-standard), which was a major product of DRIVE Project V1029, "RDS Advice and Problem Location for European Road Traffic". The RDS-ALERT project aimed to define standards for RDS-TMC throughout Europe, working in conjunction with the European Broadcasting Union (EBU) and the European Conference of Ministers of Transport (ECMT).

Changes that have been made in the present document in comparison with earlier versions and the original ALERT C proposal of 1990 are based on comments that have been received from many parties, and have been thoroughly discussed in CEN TC278 Sub-working group 4.1.

All parts referring to location referencing are dealt separately by CEN TC278 SWG7.3 and are not included in this document.

Proposals for utilising 1A groups have brought into question the need for the remainder of the **transmitter information service messages**.

Message management issues were also felt to be an area where further discussion is required prior to 'fixing'. Concern has also been expressed about the desirability of fixing items where the wording had been deliberately left open pending field trial results. As a result of this, the term 'cycle' referred to in the fixed parts of the text, should not be considered as prescribing a rigid structure of cycles at this stage.

TITLE (NORMATIVE)

TRAFFIC AND TRAVELLER INFORMATION (TTI)

TTI MESSAGES VIA TRAFFIC MESSAGE CODING

**Part 1: CODING PROTOCOL FOR RADIO DATA SYSTEM - TRAFFIC MESSAGE
CHANNEL (RDS-TMC) Version 2.11**

SCOPE (NORMATIVE)

a) General Scope

The ALERT C protocol covers **event-orientated driver information** messages. Provision is also made for the subsequent definition of other applications, such as **status-orientated route guidance** information, AM broadcast data systems, the pan-European digital cellular radio (GSM) system, and digital audio broadcasting (DAB). Future extensions of ALERT C Protocol will be undertaken by means of a system of continued liaison between EBU and ECMT, to permit an orderly evolution of the standard in response to needs agreed at a European level.

b) Content

The presentation section of the ALERT C Protocol specifies messages which can be presented to the user in accordance with the general requirements set out above. It defines the message structure and content, and its presentation to the driver.

TMC messages are language-independent, and can be presented in the language of the user's choice. ALERT utilises a standard European list of weather and traffic problem descriptions at all levels.

ALERT defines two categories of information within messages: basic and optional items. In principle, basic information is present in all messages. Optional information can be added to messages where necessary.

Standard TMC user messages provide the following five basic items of explicit, broadcast information:

1. **Event description**, giving details of the weather situation or traffic problem (e.g. congestion caused by accident) and where appropriate its severity (e.g. resulting queue length).
2. **Location**, indicating the area, highway segment or point location where the source of the problem is situated.
3. **Direction and Extent**, identifying the adjacent segments or specific point locations also affected by the incident, and where appropriate the direction of traffic affected.
4. **Duration**, giving an indication of how long the problem is expected to last.
5. **Diversion advice**, showing whether or not drivers are recommended to find and follow an alternative route.

Optional information can be added to any message using one or more additional RDS data groups. This optional addition can give greater detail or can deal with unusual situations. Any number of additional fields can in principle be added to each basic message, subject only to a maximum message length of five RDS data groups.

c) Message Management

The message management section deals with the message management functions of TMC. The ALERT C Protocol distinguishes between user messages and system messages. User messages are those potentially made known to the driver, as defined in the presentation section. System messages are of use only to the TMC decoder, for message management purposes.

d) Transmission

The transmission section conveys the messages over-air. TMC information is conveyed in type 8A RDS groups. Most message comprise only one. If System messages are used, they will also be transmitted using only one group.

Sequences of two or more type 8A groups are used to convey additional. A multi-group TMC message a first group containing basic information, followed by other groups with additional optional information. The maximum number of groups comprising any one TMC message is five.

The ALERT C Protocol retains the fundamental approach of earlier work, which aimed to code most messages in a single RDS group. Upward compatible multi-group messages are also defined, to deal with the smaller number of more complex situations.

e) Event list

The ALERT C "Event list" contains all event descriptions. It is still under revision and will be described separately as prENV12313-2 (Part 2 of this document).

NORMATIVE REFERENCES (NORMATIVE)

a) EN50067: 1992 Specification of the radio data system (RDS)

b) Draft prENV (WI: 00278041)

DEFINITIONS (NORMATIVE)

a) Definitions

For the purpose of this standard, the following definitions apply:

Event description, giving details of the weather situation or traffic problem (e.g. congestion caused by accident) and where appropriate its severity (e.g. resulting queue length).

Location, indicating the area, highway segment or point location where the source of the problem is situated.

Direction and Extent, identifying the adjacent segments or specific point locations also affected by the incident, and where appropriate the direction of traffic affected.

Duration, giving an indication of how long the problem is expected to last.

Diversion advice, showing whether or not drivers are recommended to find and follow an alternative route.

B) Abbreviations

RDS	Radio Data System
TMC	Traffic Message Channel
ALERT C	Advice and Problem Location for European Road Traffic, Version C
EBU	European Broadcasting Union
ECMT	European Conference of Ministers of Transport
CEMT	Conference Européenne des Ministères de Transport
UER	Union Européenne de Radio-Télévision

1. APPLICATION

Broadcast traffic messages already provide a valuable information service to motorists in countries throughout Europe. New digital broadcasting techniques have now become available due to the widespread adoption of the Radio Data System (RDS). RDS will enable traffic messages to be carried digitally and silently by a Traffic Message Channel (TMC), without necessarily interrupting the audio programme.

The ALERT C Protocol defined in this specification supports a digital, silent broadcast service for motorists, providing information about many kinds of traffic events. This includes roadworks, weather and traffic incident information relating to major national and international routes, regional routes and local or urban roads.

Only some basic information about public transport are included within the scope of the current protocol except in the special case of ferries and short rail links designed to carry road vehicles, such as Alpine tunnels or the Channel Tunnel. Future extensions of the protocol may address other travel message applications, and alternative communications media such as AM broadcast data systems, pan-European digital cellular radio (GSM) and digital audio broadcasting (DAB).

1.1 Definition of the TMC "travel service"

ALERT C defines the Traffic Message Channel (TMC) as a travel service digitally and silently broadcast using RDS, which can provide a mobile user with:

- event-orientated driver information on the nature, severity and probable evolution of both urban and interurban traffic problems;
- reduced frustration and uncertainty due to this provision of timely and helpful information;
- assistance with journey planning, including rerouting and rescheduling of trips to avoid current or projected strategic traffic situations;
- details of local traffic incidents which may be avoidable through the use of minor diversions;
- in future, status-orientated information on traffic conditions which can help to support intelligent on-vehicle route guidance equipment; and
- additional data on roadside amenities and tourism information which can in future complement and update on-vehicle mobile databases.

1.2 TMC virtual terminal

Information broadcast digitally and silently can only be interpreted by suitable RDS-TMC receiver/decoders. These TMC decoders provide the user interfaces with the TMC service. Their functionality may vary substantially according to technical developments and market requirements, which cannot be wholly predicted in advance. Instead, a **virtual terminal model** is defined which covers a range of actual decoder functions, including:

- simple decoders with a limited message repertoire and restricted locational database;
- more sophisticated decoders offering full TMC message features and/or a wide range of strategic and tactical location databases;
- decoders which monitor only a single, selected TMC programme service, and others which employ more sophisticated search strategies of several or many channels;
- decoders which are active before the start of a journey, and others which must acquire their TMC data after the journey begins;
- decoders which provide output via speech synthesis and/or visual displays, and others which interface to more sophisticated on-vehicle route guidance equipment;
- in future, decoders which will offer additional functions and services yet to be defined.

1.3 Event-orientated driver information messages

The ALERT C protocol defines only **event-orientated driver information** messages. Provision is also made for the subsequent definition of other types of message, such as **status-orientated route guidance** information, or such other applications as may be desired in future.

Driver information messages are those designed primarily to service an in-vehicle decoder offering information directly to drivers via speech synthesis and/or displays. Decoders can also be used in home and office receivers or public access terminals, to assist in pre-trip journey planning.