

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

**Part 2: Event and Information codes for
Radio Data System —
Traffic Message Channel (TMC)**

ICS 35.240.60

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Comments arising from the use of this Draft for Development are requested so that UK experience can be reported to the European organization responsible for its conversion into 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 *Update Standards*.

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Cross-references

Attention is drawn to the fact that CEN and CENELEC Standards normally include an annex which lists normative references to international publications with their corresponding European publications.

The British Standards which implement international or European publications referred to in this document may be found in the BSI Standards Catalogue under the section entitled “International Standards Correspondence Index”, or by using the “Find” facility of the BSI Standards Electronic Catalogue.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, the ENV title page, pages 2 to 53 and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

This Draft for Development, having been prepared under the direction of the Electrotechnical Sector Board, was published under the authority of the Standards Board and comes into effect on 15 January 1998

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Amendments issued since publication

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Descriptors: Teleprocessing, road transport, traffic, traffic control, radiocommunications, information interchange, data transmission, messages, codification

English version

Traffic and Traveller Information (TTI) — TTI Messages via Traffic Message Coding — Part 2: Event and Information codes for Radio Data System — Traffic Message Channel (TMC)

This European Prestandard (ENV) was approved by CEN on 7 September 1997 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 a European Standard.

CEN members are required to announce the existence of this ENV in the same way as for an EN and to make the ENV available promptly at national level in an appropriate form. It is permissible to keep conflicting national standards in force (in parallel to the ENV) until the final decision about the possible conversion of the ENV into an EN is reached.

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European Committee for Standardization
Comité Européen de Normalisation
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Foreword

This European Prestandard has been prepared by Technical Committee CEN/TC 278 “*Road transport and traffic telematics*”, the secretariat of which is held by NNI.

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

This pre-Standard is part 2 of the ENV12313. **Therefore it must uniquely and solely be considered together with the part 1 for understanding.**

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

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Introduction

(see ENV 12313-1)

In this part of ENV 12313 the content and the structure of the events is specified.

1 Scope

see ENV 12313-1

2 Normative references

- a) RDS — Radio Data System, CENELEC EN 50067:April 1992, Specification of the radio data system (RDS)
- b) Traffic and Traveller Information (TTI), TTI Messages via Traffic Message Coding, Coding Protocol for Radio Data System — Traffic Message Channel (RDS-TMC), ENV 12313-1
- c) Data Dictionary, prENV of CEN TC278/WG8

3 Event and information codes for Traffic Message Channel

3.1 Event list

3.1.1 *Explanatory notes*

1) The event list is divided into update classes, indicated by the various sections. These update classes are used for receiver message management, as indicated in Section 3.4 of ENV12313-1. The event list is shown in the format of a database. The first field shows line numbers to assist reading of the database only.

2) The second field gives a “technical language” (CEN-English) description of the event code, of which the code is shown in the third field. Appropriate authorities of each country will be responsible for the exact descriptions in other languages, in conformity with the definitions given in the ALERT STRADA Data Dictionary.

This will ensure precise definitions and use of the event codes in the transmission layer. Individual receiver implementations may handle these (translated) descriptions with some flexibility (also depending on presentation method), however without altering the meaning.

3) The third field gives the decimal equivalent of the actual binary event code to be transmitted (see Section 2.2.1 of ENV 12313-1). These codes are purely internal to the 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.

4) The fourth field, headed “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 user

5) The fifth field, “Q”, is the optional quantifier field, containing the reference numbers of quantifiers listed in the table at the end of the event list. The position of the optional quantifier in the event, plus in some cases some accompanying words, is shown by (...Q...) within the text. Use of these optional quantifiers is described in Section 2.4 of ENV 12313-1.

6) The sixth field “T” is the duration type. “D” indicates “dynamic” events of short duration and “L” indicates longer-lasting events (see Section 2.2.4 of ENV 12313-1). 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 a persistence, used for message management only.

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

8) The eighth field “U” is the default receiver urgency, with values “X” for extremely urgent, “U” for urgent, and blank for normal events (see Section 2.3 of ENV 12313-1).

9) The ninth field, “C”, gives a numerical representation of the update class the event belongs to. Only update classes 1 – 31 can be found in this chapter 3.1. Some update classes (classes 32-39 in the present list), which are exclusively for events with nature F and duration type L or (L), can be found in section 3.2. They contain no events of another type (except S).

10) The final field, “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 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 code number of one or two digits (e.g. A1 – A99); expected events are indicated by the normal phrase code followed by “E” (e.g. A1E), and dangerous events 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.

11) 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). Note: 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 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

The code letter Z is used to indicate phrases from the List of Supplementary Information (see section 3.2). The phrase codes are not normative, but are only given as an additional information about the contents of an given event, and should be helpful when implementing software.

3.1.2 List of quantifiers

No	Meaning	Range	Examples
0	n (small number)	(n = 1, 2, ... , 28; 30, 32, ...36);	1 00001, 2 00010
1	N (number)	(N = 1, 2, 3, 4; 10, 20 ,... 100; 150, 200,... 1 000)	1 00001, 2 00010 10 00101, 20 00110 150 01111, 200 10 000
2	less than V metres	(V = 10, 20,... 300)	10 00001, 20 00010
3	P percent	(P = 0, 5,... 100)	0 00001, 5 00010
4	of up to S km/h	(S = 5, 10,... 160)	5 00001, 10 00010
5	of up to M minutes (H hours)	(M = 5, 10,... 50; H = 1, 2,... 12; 18, 24,... 72)	5 00001, 10 00010 1 01011, 2 01100 18 10111, 24 11 000
6	T degrees Celsius	(T = - 50, - 49,... + 50)	- 50 0000 0001, - 49 0000 0010
7	H time	(H = 00.00, 00.10,... 23.50)	00.00 0000 0001 00.10 0000 0010
8	W tonnes	(W = 0.1, 0.2, ... 10.0; 10.5, 11.0,... 60.0)	0.1 0000 0001, 0.2 0000 0010 10.5 0110 0101 11.0 0110 0110
9	L metres	(L = 0.1, 0.2,... 10.0; 10.5, 11.0,... 80.0)	0.1 0000 0001, 0.2 0000 0010 10.5 0110 0101 11.0 0110 0110
10	of up to D millimetres	(D = 1, 2,... 255)	1 0000 0001, 2 0000 0010
11	M MHz	(as defined in EN 50067 and the RDBS-Standard)	87.6 0000 0001 87.7 0000 0010
12	k kHz	(as defined in EN 50067 and the RDBS-Standard)	ITU Regions 1,3 (Region 2) 0000 0001 153 (reserved) 0000 0010 162 (reserved) 0001 0000 531 (531) 0001 0001 540 (541)

Quantifiers 0 to 5 use a 5-bit data field, and 6 to 12 an 8-bit data field. The first value above is indicated in the quantifier by binary "1", the second by "10", etc. Where all possible values have been utilised, the highest is indicated by binary "0".

3.1.3 Event List

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	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	danger 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
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	danger 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 lighter than normal (with average speeds Q)	137		4	D	1		1	A10

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	R
45	queuing traffic (with average speeds Q). Approach with care	138		4	D	1	U	1	A2.Z112
46	queuing traffic around a bend in the road	139			D	1	U	1	A2.Z165
47	queuing traffic over the crest of a hill	140			D	1	U	1	A2.Z166
48	queuing traffic (with average speeds Q). Danger of stationary traffic	2		4	D	1	U	1	A2.A1D
49	(Q) accident(s). Stationary traffic	215		0	D	1	U	1	B1.A1
50	(Q) accident(s). Stationary traffic for 1 km	216		0	D	1	U	1	B1.A101
51	(Q) accident(s). Stationary traffic for 2 km	217		0	D	1	U	1	B1.A102
52	(Q) accident(s). Stationary traffic for 3 km	348		0	D	1	U	1	B1.A103
53	(Q) accident(s). Stationary traffic for 4 km	218		0	D	1	U	1	B1.A104
54	(Q) accident(s). Stationary traffic for 6 km	219		0	D	1	U	1	B1.A106
55	(Q) accident(s). Stationary traffic for 10 km	220		0	D	1	U	1	B1.A110
56	(Q) accident(s). Danger of stationary traffic	221		0	D	1	U	1	B1.A1D
57	(Q) accident(s). Queuing traffic	222		0	D	1	U	1	B1.A2
58	(Q) accident(s). Queuing traffic for 1 km	223		0	D	1	U	1	B1.A201
59	(Q) accident(s). Queuing traffic for 2 km	224		0	D	1	U	1	B1.A202
60	(Q) accident(s). Queuing traffic for 3 km	349		0	D	1	U	1	B1.A203
61	(Q) accident(s). Queuing traffic for 4 km	225		0	D	1	U	1	B1.A204
62	(Q) accident(s). Queuing traffic for 6 km	226		0	D	1	U	1	B1.A206
63	(Q) accident(s). Queuing traffic for 10 km	227		0	D	1	U	1	B1.A210
64	(Q) accident(s). Danger of queuing traffic	228		0	D	1	U	1	B1.A2D
65	(Q) accident(s). Slow traffic	229		0	D	1	U	1	B1.A3
66	(Q) accident(s). Slow traffic for 1 km	230		0	D	1	U	1	B1.A301
67	(Q) accident(s). Slow traffic for 2 km	231		0	D	1	U	1	B1.A302
68	(Q) accident(s). Slow traffic for 3 km	350		0	D	1	U	1	B1.A303
69	(Q) accident(s). Slow traffic for 4 km	232		0	D	1	U	1	B1.A304
70	(Q) accident(s). Slow traffic for 6 km	233		0	D	1	U	1	B1.A306
71	(Q) accident(s). Slow traffic for 10 km	234		0	D	1	U	1	B1.A310
72	(Q) accident(s). Heavy traffic	236		0	D	1		1	B1.A4
73	(Q) accident(s). Traffic flowing freely	238		0	(D)	1		1	B1.A5
74	(Q) accident(s). Traffic building up	239		0	D	1		1	B1.A6
75	vehicles slowing to look at (Q) accident(s). Stationary traffic	250		0	D	1	U	1	B8.A1
76	vehicles slowing to look at (Q) accident(s). Stationary traffic for 1 km	251		0	D	1	U	1	B8.A101
77	vehicles slowing to look at (Q) accident(s). Stationary traffic for 2 km	252		0	D	1	U	1	B8.A102
78	vehicles slowing to look at (Q) accident(s). Stationary traffic for 3 km	352		0	D	1	U	1	B8.A103
79	vehicles slowing to look at (Q) accident(s). Stationary traffic for 4 km	253		0	D	1	U	1	B8.A104
80	vehicles slowing to look at (Q) accident(s). Stationary traffic for 6 km	254		0	D	1	U	1	B8.A106
81	vehicles slowing to look at (Q) accident(s). Stationary traffic for 10 km	255		0	D	1	U	1	B8.A110
82	vehicles slowing to look at (Q) accident(s). Danger of stationary traffic	256		0	D	1	U	1	B8.A1D
83	vehicles slowing to look at (Q) accident(s). Queuing traffic	257		0	D	1	U	1	B8.A2
84	vehicles slowing to look at (Q) accident(s). Queuing traffic for 1 km	258		0	D	1	U	1	B8.A201
85	vehicles slowing to look at (Q) accident(s). Queuing traffic for 2 km	259		0	D	1	U	1	B8.A202
86	vehicles slowing to look at (Q) accident(s). Queuing traffic for 3 km	353		0	D	1	U	1	B8.A203
87	vehicles slowing to look at (Q) accident(s). Queuing traffic for 4 km	260		0	D	1	U	1	B8.A204
88	vehicles slowing to look at (Q) accident(s). Queuing traffic for 6 km	261		0	D	1	U	1	B8.A206
89	vehicles slowing to look at (Q) accident(s). Queuing traffic for 10 km	262		0	D	1	U	1	B8.A210
90	vehicles slowing to look at (Q) accident(s). Danger of queuing traffic	263		0	D	1	U	1	B8.A2D

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	R
91	vehicles slowing to look at (Q) accident(s)	208		0	(D)	1		1	B8
92	vehicles slowing to look at (Q) accident(s). Slow traffic	264		0	D	1	U	1	B8.A3
93	vehicles slowing to look at (Q) accident(s). Slow traffic for 1 km	265		0	D	1	U	1	B8.A301
94	vehicles slowing to look at (Q) accident(s). Slow traffic for 2 km	266		0	D	1	U	1	B8.A302
95	vehicles slowing to look at (Q) accident(s). Slow traffic for 3 km	354		0	D	1	U	1	B8.A303
96	vehicles slowing to look at (Q) accident(s). Slow traffic for 4 km	267		0	D	1	U	1	B8.A304
97	vehicles slowing to look at (Q) accident(s). Slow traffic for 6 km	268		0	D	1	U	1	B8.A306
98	vehicles slowing to look at (Q) accident(s). Slow traffic for 10 km	269		0	D	1	U	1	B8.A310
99	vehicles slowing to look at (Q) accident(s). Heavy traffic	271		0	D	1		1	B8.A4
100	vehicles slowing to look at (Q) accident(s). Traffic building up	274		0	D	1		1	B8.A6
101	vehicles slowing to look at (Q) accident(s). Danger	355		0	(D)	1	U	1	B8.Z91
102	(Q) shed load(s). Stationary traffic	278		0	D	1	U	1	B10.A1
103	(Q) shed load(s). Stationary traffic for 1 km	279		0	D	1	U	1	B10.A101
104	(Q) shed load(s). Stationary traffic for 2 km	280		0	D	1	U	1	B10.A102
105	(Q) shed load(s). Stationary traffic for 3 km	356		0	D	1	U	1	B10.A103
106	(Q) shed load(s). Stationary traffic for 4 km	281		0	D	1	U	1	B10.A104
107	(Q) shed load(s). Stationary traffic for 6 km	282		0	D	1	U	1	B10.A106
108	(Q) shed load(s). Stationary traffic for 10 km	283		0	D	1	U	1	B10.A110
109	(Q) shed load(s). Danger of stationary traffic	284		0	D	1	U	1	B10.A1D
110	(Q) shed load(s). Queuing traffic	285		0	D	1	U	1	B10.A2
111	(Q) shed load(s). Queuing traffic for 1 km	286		0	D	1	U	1	B10.A201
112	(Q) shed load(s). Queuing traffic for 2 km	287		0	D	1	U	1	B10.A202
113	(Q) shed load(s). Queuing traffic for 3 km	357		0	D	1	U	1	B10.A203
114	(Q) shed load(s). Queuing traffic for 4 km	288		0	D	1	U	1	B10.A204
115	(Q) shed load(s). Queuing traffic for 6 km	289		0	D	1	U	1	B10.A206
116	(Q) shed load(s). Queuing traffic for 10 km	290		0	D	1	U	1	B10.A210
117	(Q) shed load(s). Danger of queuing traffic	291		0	D	1	U	1	B10.A2D
118	(Q) shed load(s). Slow traffic	292		0	D	1	U	1	B10.A3
119	(Q) shed load(s). Slow traffic for 1 km	293		0	D	1	U	1	B10.A301
120	(Q) shed load(s). Slow traffic for 2 km	294		0	D	1	U	1	B10.A302
121	(Q) shed load(s). Slow traffic for 3 km	358		0	D	1	U	1	B10.A303
122	(Q) shed load(s). Slow traffic for 4 km	295		0	D	1	U	1	B10.A304
123	(Q) shed load(s). Slow traffic for 6 km	296		0	D	1	U	1	B10.A306
124	(Q) shed load(s). Slow traffic for 10 km	297		0	D	1	U	1	B10.A310
125	(Q) shed load(s). Heavy traffic	299		0	D	1		1	B10.A4
126	(Q) shed load(s). Traffic flowing freely	301		0	(D)	1		1	B10.A5
127	(Q) shed load(s). Traffic building up	302		0	D	1		1	B10.A6
128	(Q) overturned vehicle(s). Stationary traffic	360		0	D	1	U	1	B16.A1
129	(Q) overturned vehicle(s). Danger of stationary traffic	361		0	D	1	U	1	B16.A1D
130	(Q) overturned vehicle(s). Queuing traffic	362		0	D	1	U	1	B16.A2
131	(Q) overturned vehicle(s). Danger of queuing traffic	363		0	D	1	U	1	B16.A2D
132	(Q) overturned vehicle(s). Slow traffic	364		0	D	1	U	1	B16.A3
133	(Q) overturned vehicle(s). Heavy traffic	366		0	D	1		1	B16.A4
134	(Q) overturned vehicle(s). Traffic building up	368		0	D	1		1	B16.A6
135	Stationary traffic due to (Q) earlier accident(s)	379		0	D	1	U	1	B22.A1
136	Danger of stationary traffic due to (Q) earlier accident(s)	380		0	D	1	U	1	B22.A1D

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	R
137	Queuing traffic due to (Q) earlier accident(s)	381		0	D	1	U	1	B22.A2
138	Danger of queuing traffic due to (Q) earlier accident(s)	382		0	D	1	U	1	B22.A2D
139	Slow traffic due to (Q) earlier accident(s)	383		0	D	1	U	1	B22.A3
140	Heavy traffic due to (Q) earlier accident(s)	385		0	D	1		1	B22.A4
141	Traffic building up due to (Q) earlier accident(s)	387		0	D	1		1	B22.A6
142	(Q) broken down vehicle(s). Stationary traffic	313		0	D	1	U	1	B11.A1
143	(Q) broken down vehicle(s). Danger of stationary traffic	314		0	D	1	U	1	B11.A1D
144	(Q) broken down vehicle(s). Queuing traffic	315		0	D	1	U	1	B11.A2
145	(Q) broken down vehicle(s). Danger of queuing traffic	316		0	D	1	U	1	B11.A2D
146	(Q) broken down vehicle(s). Slow traffic	317		0	D	1	U	1	B11.A3
147	(Q) broken down vehicle(s). Heavy traffic	319		0	D	1		1	B11.A4
148	(Q) broken down vehicle(s). Traffic flowing freely	321		0	(D)	1		1	B11.A5
149	(Q) broken down vehicle(s). Traffic building up	322		0	D	1		1	B11.A6
150	closed ahead. Stationary traffic	410			D	1	U	1	C3.A1
151	closed ahead. Stationary traffic for 1 km	411			D	1	U	1	C3.A101
152	closed ahead. Stationary traffic for 2 km	412			D	1	U	1	C3.A102
153	closed ahead. Stationary traffic for 3 km	495			D	1	U	1	C3.A103
154	closed ahead. Stationary traffic for 4 km	413			D	1	U	1	C3.A104
155	closed ahead. Stationary traffic for 6 km	414			D	1	U	1	C3.A106
156	closed ahead. Stationary traffic for 10 km	415			D	1	U	1	C3.A110
157	closed ahead. Danger of stationary traffic	416			D	1	U	1	C3.A1D
158	closed ahead. Queuing traffic	417			D	1	U	1	C3.A2
159	closed ahead. Queuing traffic for 1 km	418			D	1	U	1	C3.A201
160	closed ahead. Queuing traffic for 2 km	419			D	1	U	1	C3.A202
161	closed ahead. Queuing traffic for 3 km	496			D	1	U	1	C3.A203
162	closed ahead. Queuing traffic for 4 km	420			D	1	U	1	C3.A204
163	closed ahead. Queuing traffic for 6 km	421			D	1	U	1	C3.A206
164	closed ahead. Queuing traffic for 10 km	422			D	1	U	1	C3.A210
165	closed ahead. Danger of queuing traffic	423			D	1	U	1	C3.A2D
166	closed ahead. Slow traffic	424			D	1	U	1	C3.A3
167	closed ahead. Slow traffic for 1 km	425			D	1	U	1	C3.A301
168	closed ahead. Slow traffic for 2 km	426			D	1	U	1	C3.A302
169	closed ahead. Slow traffic for 3 km	497			D	1	U	1	C3.A303
170	closed ahead. Slow traffic for 4 km	427			D	1	U	1	C3.A304
171	closed ahead. Slow traffic for 6 km	428			D	1	U	1	C3.A306
172	closed ahead. Slow traffic for 10 km	429			D	1	U	1	C3.A310
173	closed ahead. Heavy traffic	431			D	1	U	1	C3.A4
174	closed ahead. Traffic flowing freely	433			(D)	1	U	1	C3.A5
175	closed ahead. Traffic building up	434			D	1	U	1	C3.A6
176	blocked ahead. Stationary traffic	438			D	1	U	1	C4.A1
177	blocked ahead. Stationary traffic for 1 km	439			D	1	U	1	C4.A101
178	blocked ahead. Stationary traffic for 2 km	440			D	1	U	1	C4.A102
179	blocked ahead. Stationary traffic for 3 km	498			D	1	U	1	C4.A103
180	blocked ahead. Stationary traffic for 4 km	441			D	1	U	1	C4.A104
181	blocked ahead. Stationary traffic for 6 km	442			D	1	U	1	C4.A106
182	blocked ahead. Stationary traffic for 10 km	443			D	1	U	1	C4.A110

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	R
183	blocked ahead. Danger of stationary traffic	444			D	1	U	1	C4.A1D
184	blocked ahead. Queuing traffic	445			D	1	U	1	C4.A2
185	blocked ahead. Queuing traffic for 1 km	446			D	1	U	1	C4.A201
186	blocked ahead. Queuing traffic for 2 km	447			D	1	U	1	C4.A202
187	blocked ahead. Queuing traffic for 3 km	499			D	1	U	1	C4.A203
188	blocked ahead. Queuing traffic for 4 km	448			D	1	U	1	C24.A204
189	blocked ahead. Queuing traffic for 6 km	449			D	1	U	1	C4.A206
190	blocked ahead. Queuing traffic for 10 km	450			D	1	U	1	C4.A210
191	blocked ahead. Danger of queuing traffic	451			D	1	U	1	C4.A2D
192	blocked ahead. Slow traffic	452			D	1	U	1	C4.A3
193	blocked ahead. Slow traffic for 1 km	453			D	1	U	1	C4.A301
194	blocked ahead. Slow traffic for 2 km	454			D	1	U	1	C4.A302
195	blocked ahead. Slow traffic for 3 km	626			D	1	U	1	C4.A303
196	blocked ahead. Slow traffic for 4 km	455			D	1	U	1	C4.A304
197	blocked ahead. Slow traffic for 6 km	456			D	1	U	1	C4.A306
198	blocked ahead. Slow traffic for 10 km	457			D	1	U	1	C4.A310
199	blocked ahead. Heavy traffic	459			D	1	U	1	C4.A4
200	blocked ahead. Traffic flowing freely	461			(D)	1	U	1	C4.A5
201	blocked ahead. Traffic building up	462			D	1	U	1	C4.A6
202	(Q) lanes closed. Stationary traffic	521		0	D	1	U	1	D1.A1
203	(Q) lanes closed. Stationary traffic for 1 km	522		0	D	1	U	1	D1.A101
204	(Q) lanes closed. Stationary traffic for 2 km	523		0	D	1	U	1	D1.A102
205	(Q) lanes closed. Stationary traffic for 3 km	651		0	D	1	U	1	D1.A103
206	(Q) lanes closed. Stationary traffic for 4 km	524		0	D	1	U	1	D1.A104
207	(Q) lanes closed. Stationary traffic for 6 km	525		0	D	1	U	1	D1.A106
208	(Q) lanes closed. Stationary traffic for 10 km	526		0	D	1	U	1	D1.A110
209	(Q) lanes closed. Danger of stationary traffic	527		0	D	1	U	1	D1.A1D
210	(Q) lanes closed. Queuing traffic	528		0	D	1	U	1	D1.A2
211	(Q) lanes closed. Queuing traffic for 1 km	529		0	D	1	U	1	D1.A201
212	(Q) lanes closed. Queuing traffic for 2 km	530		0	D	1	U	1	D1.A202
213	(Q) lanes closed. Queuing traffic for 3 km	652		0	D	1	U	1	D1.A203
214	(Q) lanes closed. Queuing traffic for 4 km	531		0	D	1	U	1	D1.A204
215	(Q) lanes closed. Queuing traffic for 6 km	532		0	D	1	U	1	D1.A206
216	(Q) lanes closed. Queuing traffic for 10 km	533		0	D	1	U	1	D1.A210
217	(Q) lanes closed. Danger of queuing traffic	534		0	D	1	U	1	D1.A2D
218	(Q) lanes closed. Slow traffic	535		0	D	1	U	1	D1.A3
219	(Q) lanes closed. Slow traffic for 1 km	536		0	D	1	U	1	D1.A301
220	(Q) lanes closed. Slow traffic for 2 km	537		0	D	1	U	1	D1.A302
221	(Q) lanes closed. Slow traffic for 3 km	653		0	D	1	U	1	D1.A303
222	(Q) lanes closed. Slow traffic for 4 km	538		0	D	1	U	1	D1.A304
223	(Q) lanes closed. Slow traffic for 6 km	539		0	D	1	U	1	D1.A306
224	(Q) lanes closed. Slow traffic for 10 km	540		0	D	1	U	1	D1.A310
225	(Q) lanes closed. Heavy traffic	542		0	D	1		1	D1.A4
226	(Q) lanes closed. Traffic flowing freely	544		0	(D)	1		1	D1.A5
227	(Q) lanes closed. Traffic building up	545		0	D	1		1	D1.A6
228	carriageway reduced (from Q lanes) to one lane. Stationary traffic	546		0	D	1	U	1	D15.A1

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	R
229	carriageway reduced (from Q lanes) to one lane. Danger of stationary traffic	547		0	D	1	U	1	D15.A1D
230	carriageway reduced (from Q lanes) to one lane. Queuing traffic	548		0	D	1	U	1	D15.A2
231	carriageway reduced (from Q lanes) to one lane. Danger of queuing traffic	549		0	D	1	U	1	D15.A2D
232	carriageway reduced (from Q lanes) to one lane. Slow traffic	550		0	D	1	U	1	D15.A3
233	carriageway reduced (from Q lanes) to one lane. Heavy traffic	552		0	D	1		1	D15.A4
234	carriageway reduced (from Q lanes) to one lane. Traffic flowing freely	554		0	(D)	1		1	D15.A5
235	carriageway reduced (from Q lanes) to one lane. Traffic building up	555		0	D	1		1	D15.A6
236	carriageway reduced (from Q lanes) to two lanes. Stationary traffic	556		0	D	1	U	1	D16.A1
237	carriageway reduced (from Q lanes) to two lanes. Danger of stationary traffic	557		0	D	1	U	1	D16.A1D
238	carriageway reduced (from Q lanes) to two lanes. Queuing traffic	558		0	D	1	U	1	D16.A2
239	carriageway reduced (from Q lanes) to two lanes. Danger of queuing traffic	559		0	D	1	U	1	D16.A2D
240	carriageway reduced (from Q lanes) to two lanes. Slow traffic	560		0	D	1	U	1	D16.A3
241	carriageway reduced (from Q lanes) to two lanes. Heavy traffic	562		0	D	1		1	D16.A4
242	carriageway reduced (from Q lanes) to two lanes. Traffic flowing freely	564		0	(D)	1		1	D16.A5
243	carriageway reduced (from Q lanes) to two lanes. Traffic building up	565		0	D	1		1	D16.A6
244	carriageway reduced (from Q lanes) to three lanes. Stationary traffic	566		0	D	1	U	1	D17.A1
245	carriageway reduced (from Q lanes) to three lanes. Danger of stationary traffic	567		0	D	1	U	1	D17.A1D
246	carriageway reduced (from Q lanes) to three lanes. Queuing traffic	568		0	D	1	U	1	D17.A2
247	carriageway reduced (from Q lanes) to three lanes. Danger of queuing traffic	569		0	D	1	U	1	D17.A2D
248	carriageway reduced (from Q lanes) to three lanes. Slow traffic	570		0	D	1	U	1	D17.A3
249	carriageway reduced (from Q lanes) to three lanes. Heavy traffic	572		0	D	1		1	D17.A4
250	carriageway reduced (from Q lanes) to three lanes. Traffic flowing freely	574		0	(D)	1		1	D17.A5
251	carriageway reduced (from Q lanes) to three lanes. Traffic building up	575		0	D	1		1	D17.A6
252	contraflow. Stationary traffic	576			D	1	U	1	D18.A1
253	contraflow. Stationary traffic for 1 km	577			D	1	U	1	D18.A101
254	contraflow. Stationary traffic for 2 km	578			D	1	U	1	D18.A102
255	contraflow. Stationary traffic for 3 km	654			D	1	U	1	D18.A103
256	contraflow. Stationary traffic for 4 km	579			D	1	U	1	D18.A104
257	contraflow. Stationary traffic for 6 km	580			D	1	U	1	D18.A106
258	contraflow. Stationary traffic for 10 km	581			D	1	U	1	D18.A110
259	contraflow. Danger of stationary traffic	582			D	1	U	1	D18.A1D
260	contraflow. Queuing traffic	583			D	1	U	1	D18.A2
261	contraflow. Queuing traffic for 1 km	584			D	1	U	1	D18.A201
262	contraflow. Queuing traffic for 2 km	585			D	1	U	1	D18.A202
263	contraflow. Queuing traffic for 3 km	655			D	1	U	1	D18.A203
264	contraflow. Queuing traffic for 4 km	586			D	1	U	1	D18.A204
265	contraflow. Queuing traffic for 6 km	587			D	1	U	1	D18.A206
266	contraflow. Queuing traffic for 10 km	588			D	1	U	1	D18.A210
267	contraflow. Danger of queuing traffic	589			D	1	U	1	D18.A2D
268	contraflow. Slow traffic	590			D	1	U	1	D18.A3
269	contraflow. Slow traffic for 1 km	591			D	1	U	1	D18.A301
270	contraflow. Slow traffic for 2 km	592			D	1	U	1	D18.A302

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	R
271	contraflow. Slow traffic for 3 km	656			D	1	U	1	D18.A303
272	contraflow. Slow traffic for 4 km	593			D	1	U	1	D18.A304
273	contraflow. Slow traffic for 6 km	594			D	1	U	1	D18.A306
274	contraflow. Slow traffic for 10 km	595			D	1	U	1	D18.A310
275	contraflow. Heavy traffic	597			D	1		1	D18.A4
276	contraflow. Traffic flowing freely	599			(D)	1		1	D18.A5
277	contraflow. Traffic building up	600			D	1		1	D18.A6
278	narrow lanes. Stationary traffic	604			D	1	U	1	D19.A1
279	narrow lanes. Danger of stationary traffic	605			D	1	U	1	D19.A1D
280	narrow lanes. Queuing traffic	606			D	1	U	1	D19.A2
281	narrow lanes. Danger of queuing traffic	607			D	1	U	1	D19.A2D
282	narrow lanes. Slow traffic	608			D	1	U	1	D19.A3
283	narrow lanes. Heavy traffic	610			D	1		1	D19.A4
284	narrow lanes. Traffic flowing freely	612			(D)	1		1	D19.A5
285	narrow lanes. Traffic building up	613			D	1		1	D19.A6
286	contraflow with narrow lanes. Stationary traffic	614			D	1	U	1	D18.D19.A1
287	contraflow with narrow lanes. Stationary traffic. Danger of stationary traffic	615			D	1	U	1	D18.D19.A1D
288	contraflow with narrow lanes. Queuing traffic	616			D	1	U	1	D18.D19.A2
289	contraflow with narrow lanes. Danger of queuing traffic	617			D	1	U	1	D18.D19.A2D
290	contraflow with narrow lanes. Slow traffic	618			D	1	U	1	D18.D19.A3
291	contraflow with narrow lanes. Heavy traffic	620			D	1		1	D18.D19.A4
292	contraflow with narrow lanes. Traffic flowing freely	622			(D)	1		1	D18.D19.A5
293	contraflow with narrow lanes. Traffic building up	623			D	1		1	D18.D19.A6
294	(Q sets of) roadworks. Stationary traffic	710		0	D	1	U	1	E1.A1
295	(Q sets of) roadworks. Stationary traffic for 1 km	711		0	D	1	U	1	E1.A101
296	(Q sets of) roadworks. Stationary traffic for 2 km	712		0	D	1	U	1	E1.A102
297	(Q sets of) roadworks. Stationary traffic for 3 km	812		0	D	1	U	1	E1.A103
298	(Q sets of) roadworks. Stationary traffic for 4 km	713		0	D	1	U	1	E1.A104
299	(Q sets of) roadworks. Stationary traffic for 6 km	714		0	D	1	U	1	E1.A106
300	(Q sets of) roadworks. Stationary traffic for 10 km	715		0	D	1	U	1	E1.A110
301	(Q sets of) roadworks. Danger of stationary traffic	716		0	D	1	U	1	E1.A1D
302	(Q sets of) roadworks. Queuing traffic	717		0	D	1	U	1	E1.A2
303	(Q sets of) roadworks. Queuing traffic for 1 km	718		0	D	1	U	1	E1.A201
304	(Q sets of) roadworks. Queuing traffic for 2 km	719		0	D	1	U	1	E1.A202
305	(Q sets of) roadworks. Queuing traffic for 3 km	813		0	D	1	U	1	E1.A203
306	(Q sets of) roadworks. Queuing traffic for 4 km	720		0	D	1	U	1	E1.A204
307	(Q sets of) roadworks. Queuing traffic for 6 km	721		0	D	1	U	1	E1.A206
308	(Q sets of) roadworks. Queuing traffic for 10 km	722		0	D	1	U	1	E1.A210
309	(Q sets of) roadworks. Danger of queuing traffic	723		0	D	1	U	1	E1.A2D
310	(Q sets of) roadworks. Slow traffic	724		0	D	1	U	1	E1.A3
311	(Q sets of) roadworks. Slow traffic for 1 km	725		0	D	1	U	1	E1.A301
312	(Q sets of) roadworks. Slow traffic for 2 km	726		0	D	1	U	1	E1.A302
313	(Q sets of) roadworks. Slow traffic for 3 km	814		0	D	1	U	1	E1.A303
314	(Q sets of) roadworks. Slow traffic for 4 km	727		0	D	1	U	1	E1.A304
315	(Q sets of) roadworks. Slow traffic for 6 km	728		0	D	1	U	1	E1.A306
316	(Q sets of) roadworks. Slow traffic for 10 km	729		0	D	1	U	1	E1.A310

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	R
317	(Q sets of) roadworks. Heavy traffic	731		0	D	1		1	E1.A4
318	(Q sets of) roadworks. Traffic flowing freely	733		0	(D)	1		1	E1.A5
319	(Q sets of) roadworks. Traffic building up	734		0	D	1		1	E1.A6
320	(Q sections of) resurfacing work. Stationary traffic	750		0	D	1	U	1	E4.A1
321	(Q sections of) resurfacing work. Stationary traffic for 1 km	751		0	D	1	U	1	E4.A101
322	(Q sections of) resurfacing work. Stationary traffic for 2 km	752		0	D	1	U	1	E4.A102
323	(Q sections of) resurfacing work. Stationary traffic for 3 km	818		0	D	1	U	1	E4.A103
324	(Q sections of) resurfacing work. Stationary traffic for 4 km	753		0	D	1	U	1	E4.A104
325	(Q sections of) resurfacing work. Stationary traffic for 6 km	754		0	D	1	U	1	E4.A106
326	(Q sections of) resurfacing work. Stationary traffic for 10 km	755		0	D	1	U	1	E4.A110
327	(Q sections of) resurfacing work. Danger of stationary traffic	756		0	D	1	U	1	E4.A1D
328	(Q sections of) resurfacing work. Queuing traffic	757		0	D	1	U	1	E4.A2
329	(Q sections of) resurfacing work. Queuing traffic for 1 km	758		0	D	1	U	1	E4.A201
330	(Q sections of) resurfacing work. Queuing traffic for 2 km	759		0	D	1	U	1	E4.A202
331	(Q sections of) resurfacing work. Queuing traffic for 3 km	819		0	D	1	U	1	E4.A203
332	(Q sections of) resurfacing work. Queuing traffic for 4 km	760		0	D	1	U	1	E4.A204
333	(Q sections of) resurfacing work. Queuing traffic for 6 km	761		0	D	1	U	1	E4.A206
334	(Q sections of) resurfacing work. Queuing traffic for 10 km	762		0	D	1	U	1	E4.A210
335	(Q sections of) resurfacing work. Danger of queuing traffic	763		0	D	1	U	1	E4.A2D
336	(Q sections of) resurfacing work. Slow traffic	764		0	D	1	U	1	E4.A3
337	(Q sections of) resurfacing work. Slow traffic for 1 km	765		0	D	1	U	1	E4.A301
338	(Q sections of) resurfacing work. Slow traffic for 2 km	766		0	D	1	U	1	E4.A302
339	(Q sections of) resurfacing work. Slow traffic for 3 km	820		0	D	1	U	1	E4.A303
340	(Q sections of) resurfacing work. Slow traffic for 4 km	767		0	D	1	U	1	E4.A304
341	(Q sections of) resurfacing work. Slow traffic for 6 km	768		0	D	1	U	1	E4.A306
342	(Q sections of) resurfacing work. Slow traffic for 10 km	769		0	D	1	U	1	E4.A310
343	(Q sections of) resurfacing work. Heavy traffic	771		0	D	1		1	E4.A4
344	(Q sections of) resurfacing work. Traffic flowing freely	773		0	(D)	1		1	E4.A5
345	(Q sections of) resurfacing work. Traffic building up	774		0	D	1		1	E4.A6
346	(Q sets of) road marking work. Stationary traffic	783		0	D	1	U	1	E6.A1
347	(Q sets of) road marking work. Danger of stationary traffic	784		0	D	1	U	1	E6.A1D
348	(Q sets of) road marking work. Queuing traffic	785		0	D	1	U	1	E6.A2
349	(Q sets of) road marking work. Danger of queuing traffic	786		0	D	1	U	1	E6.A2D
350	(Q sets of) road marking work. Slow traffic	787		0	D	1	U	1	E6.A3
351	(Q sets of) road marking work. Heavy traffic	789		0	D	1		1	E6.A4
352	(Q sets of) road marking work. Traffic flowing freely	791		0	(D)	1		1	E6.A5
353	(Q sets of) road marking work. Traffic building up	792		0	D	1		1	E6.A6
354	(Q sets of) slow moving maintenance vehicles. Stationary traffic	825		0	D	1	U	1	E12.A1
355	(Q sets of) slow moving maintenance vehicles. Danger of stationary traffic	826		0	D	1	U	1	E12.A1D
356	(Q sets of) slow moving maintenance vehicles. Queuing traffic	827		0	D	1	U	1	E12.A2
357	(Q sets of) slow moving maintenance vehicles. Danger of queuing traffic	828		0	D	1	U	1	E12.A2D
358	(Q sets of) slow moving maintenance vehicles. Slow traffic	829		0	D	1	U	1	E12.A3
359	(Q sets of) slow moving maintenance vehicles. Heavy traffic	831		0	D	1	U	1	E12.A4
360	(Q sets of) slow moving maintenance vehicles. Traffic flowing freely	833		0	(D)	1	U	1	E12.A5
361	(Q sets of) slow moving maintenance vehicles. Traffic building up	834		0	D	1	U	1	E12.A6

Line	Text (CEN-English, see explanatory notes 2.)	Code	N	Q	T	D	U	C	R
362	flooding. Stationary traffic	928			D	1	U	1	F5.A1
363	flooding. Danger of stationary traffic	929			D	1	U	1	F5.A1D
364	flooding. Queuing traffic	930			D	1	U	1	F5.A2
365	flooding. Danger of queuing traffic	931			D	1	U	1	F5.A2D
366	flooding. Slow traffic	932			D	1	U	1	F5.A3
367	flooding. Heavy traffic	934			D	1		1	F5.A4
368	flooding. Traffic flowing freely	936			(D)	1		1	F5.A5
369	flooding. Traffic building up	937			D	1		1	F5.A6
370	major event. Stationary traffic	1517			D	1	U	1	P1.A1
371	major event. Danger of stationary traffic	1518			D	1	U	1	P1.A1D
372	major event. Queuing traffic	1519			D	1	U	1	P1.A2
373	major event. Danger of queuing traffic	1520			D	1	U	1	P1.A2D
374	major event. Slow traffic	1521			D	1	U	1	P1.A3
375	major event. Heavy traffic	1523			D	1		1	P1.A4
376	major event. Traffic flowing freely	1525			(D)	1		1	P1.A5
377	major event. Traffic building up	1526			D	1		1	P1.A6
378	sports meeting. Stationary traffic	1531			D	1	U	1	P2.A1
379	sports meeting. Danger of stationary traffic	1532			D	1	U	1	P2.A1D
380	sports meeting. Queuing traffic	1533			D	1	U	1	P2.A2
381	sports meeting. Danger of queuing traffic	1534			D	1	U	1	P2.A2D
382	sports meeting. Slow traffic	1535			D	1	U	1	P2.A3
383	sports meeting. Heavy traffic	1537			D	1		1	P2.A4
384	sports meeting. Traffic flowing freely	1539			(D)	1		1	P2.A5
385	sports meeting. Traffic building up	1540			D	1		1	P2.A6
386	fair. Stationary traffic	1545			D	1	U	1	P6.A1
387	fair. Danger of stationary traffic	1546			D	1	U	1	P6.A1D
388	fair. Queuing traffic	1547			D	1	U	1	P6.A2
389	fair. Danger of queuing traffic	1548			D	1	U	1	P6.A2D
390	fair. Slow traffic	1549			D	1	U	1	P6.A3
391	fair. Heavy traffic	1551			D	1		1	P6.A4
392	fair. Traffic flowing freely	1553			(D)	1		1	P6.A5
393	fair. Traffic building up	1554			D	1		1	P6.A6
394	security alert. Stationary traffic	1571			D	1	U	1	P15.A1
395	security alert. Danger of stationary traffic	1572			D	1	U	1	P15.A1D
396	security alert. Queuing traffic	1573			D	1	U	1	P15.A2
397	security alert. Danger of queuing traffic	1574			D	1	U	1	P15.A2D
398	security alert. Slow traffic	1575			D	1	U	1	P15.A3
399	security alert. Heavy traffic	1577			D	1		1	P15.A4
400	evacuation. Heavy traffic	1495			D	1		1	P49.A4
401	security alert. Traffic flowing freely	1586			(D)	1		1	P15.A5
402	security alert. Traffic building up	1579			D	1		1	P15.A6
403	(Q sets of) traffic lights not working. Stationary traffic	1807		0	D	1	U	1	T54.A1
404	(Q sets of) traffic lights not working. Danger of stationary traffic	1808		0	D	1	U	1	T54.A1D
405	(Q sets of) traffic lights not working. Queuing traffic	1809		0	D	1	U	1	T54.A2
406	(Q sets of) traffic lights not working. Danger of queuing traffic	1810		0	D	1	U	1	T54.A2D
407	(Q sets of) traffic lights not working. Slow traffic	1811		0	D	1	U	1	T54.A3