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Ersatz für
DIN CEN ISO/TS 13141
(DIN SPEC 91132):2011-07

**Elektronische Gebührenerhebung –
Kommunikation zur genauen Ortsbestimmung für autonome Systeme
(ISO 13141:2015);
Englische Fassung EN ISO 13141:2015**

Electronic fee collection –
Localisation augmentation communication for autonomous systems (ISO 13141:2015);
English version EN ISO 13141:2015

Perception de télépéage –
Communications d'augmentation de localisations pour systèmes autonomes
(ISO 13141:2015);
Version anglaise EN ISO 13141:2015

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DKE Deutsche Kommission Elektrotechnik Elektronik Informationstechnik in DIN und VDE

Nationales Vorwort

Dieses Dokument (EN ISO 13141:2015) wurde vom Technischen Komitee ISO/TC 204 „Intelligent Transport Systems“ in Zusammenarbeit mit dem Technischen Komitee CEN/TC 278 „Intelligente Verkehrssysteme“, dessen Sekretariat vom NEN (Niederlande) gehalten wird, erarbeitet.

Das zuständige deutsche Normungsgremium ist der Gemeinschaftsarbeitsausschuss NA 052-02-71 GA „Intelligente Verkehrssysteme“ des DIN-Normenausschusses Automobiltechnik (NAAutomobil).

Das Präsidium des DIN hat mit seinem Beschluss 1/2004 festgelegt, dass von dem in den Regeln der europäischen Normungsarbeit von CEN/CENELEC verankerten Grundsatz, wonach Europäische Normen in den drei offiziellen Sprachen Deutsch, Englisch und Französisch veröffentlicht werden, in begründeten Ausnahmefällen abgewichen und auf die deutsche Sprachfassung verzichtet werden kann.

Die Genehmigung dafür hat die DIN-Geschäftsleitung entsprechend ihren in Anlage 1 zu dem DIN-Rundschreiben A 5/2004 festgelegten Kriterien für die vorliegende Norm auf Antrag des NA 052 NAAutomobil als Ergebnis einer Einzelfallentscheidung erteilt, zumal bereits dieser Norm zugrunde liegende Papiere überwiegend in englischer Sprache auch von den deutschen Marktteilnehmern angewendet werden.

Bordgeräte (OBE, en: On-board equipment), die auf satellitengestützter Positionierung zur Datensammlung für Gebührenerhebung zur Straßennutzung dienen, werden autonom gegenüber der Straßenrandinfrastruktur betrieben. Das Bordgerät zeichnet dabei die gefahrene Entfernung in einem mautpflichtigen Gebiet auf.

Dieser technische Standard definiert ein Attribut für erweiterte Lokalisierungskommunikationsdaten (LACData), welches von einer Straßenrand-Einrichtung zur OBE als bestätigter Schreibservice übertragen wird. Dieser Service ist in Schicht 7 des für DRSC implementiert (nach ISO 15628 und EN 12834).

Änderungen

Gegenüber DIN CEN ISO/TS 13141 (DIN SPEC 91132):2011-07 wurden folgende Änderungen vorgenommen:

- a) Überführung in eine DIN-EN-ISO Norm;
- b) Durchführung von editorischen und formalen Korrekturen sowie der Verbesserung der Lesbarkeit;
- c) genaue Referenz zur WGS84-Definition ergänzt;
- d) Anhang G ergänzt.

Frühere Ausgaben

DIN CEN ISO/TS 13141 (DIN SPEC 91132): 2011-07

Nationaler Anhang (informativ)

Begriffe

Für die Anwendung dieses Dokuments gelten die folgenden Begriffe.

3.1

Zugriffsbeglaubigung

(en: access credentials)

vertrauenswürdiger Nachweis oder Sicherheitsmodul, das die Identität eines Objekts oder einer Anwendung nachweist

[Quelle: EN 15509:2014, 3.1]

3.2

Attribut

(en: attribute)

adressierbares Datenpaket, welches aus einem Datenelement besteht oder eine strukturierte Sequenz von Datenelementen ist

3.3

Authentifizierung

(en: authentication)

Sicherstellung, dass die von einer Einheit behauptete Eigenschaft korrekt ist

[Quelle: EN 301 175]

3.4

Authentisierungsinformation

(en: authenticator)

Daten, möglicherweise verschlüsselt, die zur Authentisierung verwendet werden

[Quelle: ISO/TS 19299:2015, 3.5]

3.5

mautpflichtiges Objekt

(en: charge object)

geografisches oder straßenbezogenes Objekt für das eine Mautgebühr gilt

3.6

Datenintegrität

(en: data integrity)

Eigenschaft, dass Daten nicht in unautorisierter Art und Weise verändert oder vernichtet wurden

[Quelle: ISO/TS 19299:2015, 3.28]

3.7

Bordgerät

OBE

(en: on-board equipment)

alle im Fahrzeug notwendigen Einrichtungen, um notwendige EFC-Funktionen und Kommunikationsdienste durchführen zu können

3.8

Straßenseitige Einrichtung

RSE

(en: road-side equipment)

Einrichtung entlang der Straße, die entweder ortsfest installiert oder mobil ist

3.9

Dienstprimitive

(en: service primitive)

elementarer Kommunikationsdienst, der durch die Applikationsschnitt der Applikation zur Verfügung gestellt wird

[Quelle: ISO 14906:2011, 3.18 modifiziert]

3.10

Mautkontext

(en: toll context)

logische Sicht bestehend aus Attributen und Funktionen der Basiselemente eines Mautschemas. Diese besteht aus einem Mautgrundprinzip, der geografischen Verteilung mautpflichtiger Objekte sowie dem Verhalten des zugeordneten Front-Ends

3.11

Transaktion

(en: transaction)

Gesamtheit eines Informationsaustausches zwischen zwei physisch getrennten Kommunikationseinheiten

English Version

Electronic fee collection —
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for autonomous systems
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Perception de télépéage —
Communications d'augmentation de localisations
pour systèmes autonomes
(ISO 13141:2015)

Elektronische Gebührenerhebung —
Kommunikation zur genauen Ortsbestimmung
für autonome Systeme
(ISO 13141:2015)

This European Standard was approved by CEN on 24 October 2015.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
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European foreword

This document (EN ISO 13141:2015) has been prepared by Technical Committee ISO/TC 204 "Intelligent transport systems" in collaboration with Technical Committee CEN/TC 278 "Intelligent transport systems" the secretariat of which is held by NEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2016, and conflicting national standards shall be withdrawn at the latest by June 2016.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes CEN ISO/TS 13141:2010.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Endorsement notice

The text of ISO 13141:2015 has been approved by CEN as EN ISO 13141:2015 without any modification.

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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 replaces ISO/TS 13141:2010, which has been technically revised. It also incorporates ISO/TS 13141:2010/Cor1:2013. This first edition incorporates the following main modifications compared to the previous Technical Specification:

- conversion from a Technical Specification to an International Standard;
- generalized container definition;
- amendments to reflect changes to the underlying base standards;
- addition of a new informative annex (i.e. [Annex G](#)) on how to use this International Standard for the European electronic toll service;
- editorial and formal corrections as well as changes to improve readability.

Introduction

On-board equipment (OBE) that uses satellite-based positioning technology to collect data required for charging for the use of roads operates in a so-called autonomous way (i.e. generally without relying on dedicated roadside infrastructure). However, these autonomous systems can, in particular places, need some roadside infrastructure support for proper identification of charge objects. Such assistance might be required at places where satellite-based localization accuracy or availability is insufficient or at places where the OBE is directly informed about the identity of the relevant charge object.

In an interoperable environment, it is essential that this localization information be available in a standardized way. This International Standard defines requirements for localization augmentation by dedicated short-range communication (DSRC) between roadside equipment and on-board equipment. This International Standard makes no assumptions about the operator of the roadside equipment (RSE), in terms of his role according to ISO 17573, i.e. whether the RSE is operated by an entity in the service provision role or in the toll charging role.

This International Standard has been prepared considering the following requirements:

- the localization augmentation communication (LAC) serves to transmit localization information to passing OBE without identifying individual OBE;
- the localization information contains both geographical location independent of charging context, and context-dependent identification of charge objects;
- a single roadside installation is able to provide localization augmentation for several overlapping EFC contexts;
- this International Standard is based on the EFC architecture specified in ISO 17573;
- the communication applies to all OBE architectures;
- this International Standard is applicable to various DSRC media, especially the CEN DSRC stack;
- the communication supports security services for data origin authentication, integrity and non-repudiation.

This International Standard defines an attribute, LACData, which is communicated from the RSE to the OBE by means of an acknowledged writing service, which is implemented through the SET service of DSRC Layer 7 (ISO 15628 and EN 12834). The LAC application is defined as a self-contained DSRC application with its own application identifier (AID). Regarding the DSRC communications stack, this International Standard gives definitions for the CEN DSRC stack, as used in EN 15509 and [Annexes C, D and E](#) demonstrate, respectively, the use of ISO CALM IR, the use of Italian DSRC as specified in ETSI/ES 200674-1 and ARIB DSRC.

All data relevant for the LAC application have been put into the attribute LACData, in order to create a single standard communications content transmitted by LAC RSE, and always signed as a whole. LACData can transport both geographic coordinates (latitude, longitude and altitude) and the identification of a specific charge object. All elements of LACData are mandatory, but Null values are defined to allow LAC installations to transmit only a selection of all defined data elements.

Access credentials are mandatory for writing LACData in order to protect OBE from non-authentic RSE. LACData are critical for charge determination and for providing evidence. For these purposes, the authenticators which are defined can be used to provide for data origin authentication, data integrity and non-repudiation for LACData. There are two separate authenticator fields defined to allow for separate authentication and non-repudiation, if required by the institutional arrangements of a toll system.

This International Standard is “minimalist” in the sense that it covers what is required by operational systems and systems planned in the foreseeable future.

A test suite for checking an OBE or RSE implementation for compliance with the ISO/TS 13141 is defined in the corresponding edition of ISO/TS 13140-1 and ISO/TS 13140-2. This test suite is currently being updated to reflect the changes incorporated into this first edition of ISO 13141.

Electronic fee collection — Localisation augmentation communication for autonomous systems

1 Scope

This International Standard establishes requirements for short-range communication for the purposes of augmenting the localization in autonomous electronic fee collection (EFC) systems. Localization augmentation serves to inform on-board equipment (OBE) about geographical location and the identification of a charge object. This International Standard specifies the provision of location and heading information and security means to protect from the manipulation of the OBE with false roadside equipment (RSE).

The localization augmentation communication takes place between an OBE in a vehicle and fixed roadside equipment. This International Standard is applicable to OBE in an autonomous mode of operation.

This International Standard defines attributes and functions for the purpose of localization augmentation, by making use of the dedicated short-range communications (DSRC) communication services provided by DSRC Layer 7, and makes these LAC attributes and functions available to the LAC applications at the RSE and the OBE. Attributes and functions are defined on the level of Application Data Units (ADUs, see [Figure 1](#)).

As depicted in [Figure 1](#), this International Standard is applicable to:

- the application interface definition between OBE and RSE;
- the interface to the DSRC application layer, as specified in ISO 15628 and EN 12834;
- the use of the DSRC stack.

The localization augmentation communication is suitable for a range of short-range communication media. This International Standard gives specific definitions regarding the CEN DSRC stack as specified in EN 15509, and [Annexes C, D and E](#) give the use of the Italian DSRC as specified in ETSI/ES 200 674-1, ISO CALM IR, and ARIB DSRC.

This International Standard contains a protocol implementation conformance statement (PICS) proforma in [Annex B](#) and informative transaction examples in [Annex F](#). The informative [Annex G](#) highlights how to use this International Standard for the European electronic toll service (as defined in Commission Decision 2009/750/EC).

Test specifications are not within the scope of this International Standard.

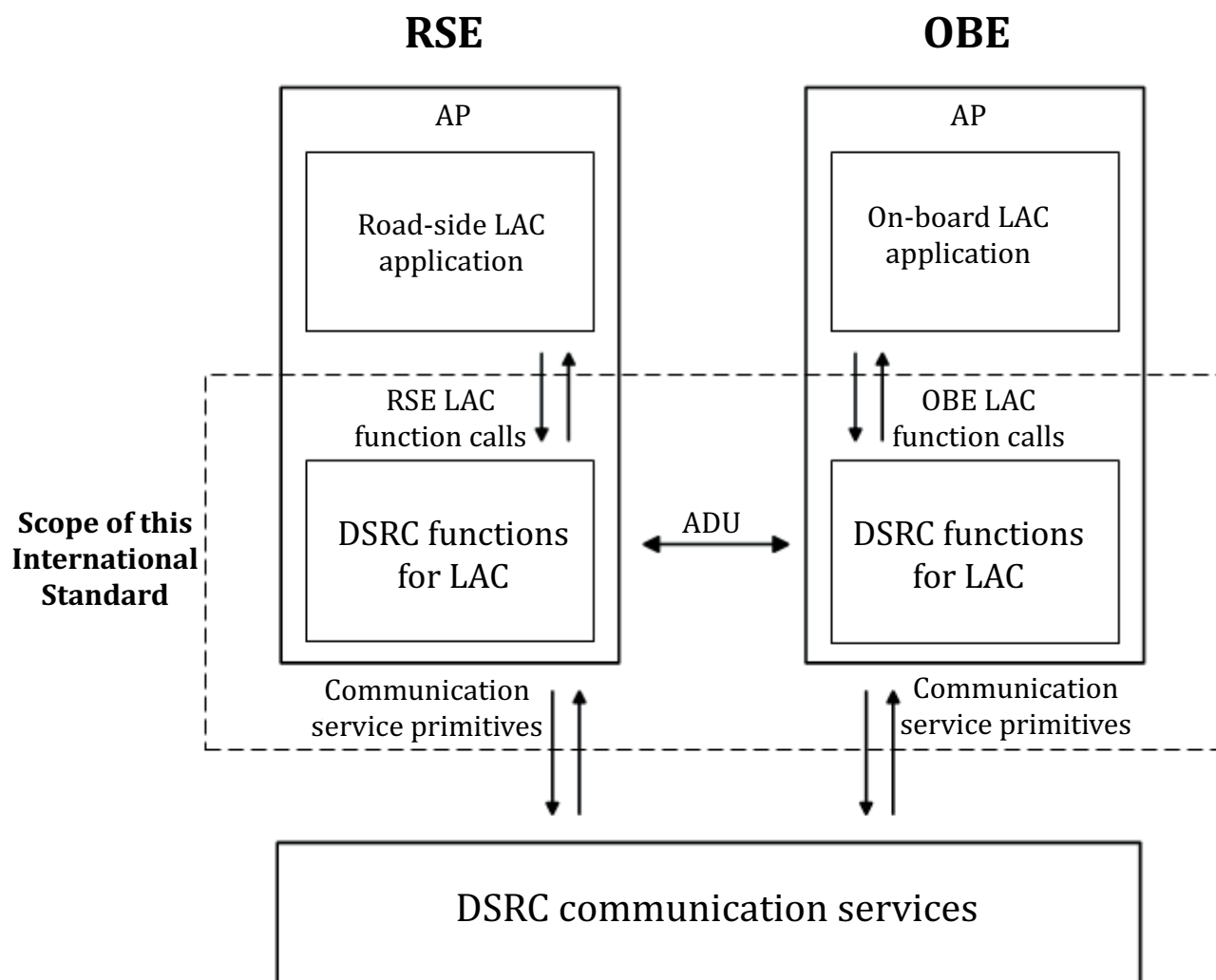


Figure 1 — The LAC application interface

2 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/IEC 8824-1:2008, *Information technology — Abstract Syntax Notation One (ASN.1): Specification of basic notation — Part 1*

ISO/IEC 8825-2:2008, *Information technology — ASN.1 encoding rules: Specification of Packed Encoding Rules (PER) — Part 2*

ISO/IEC 9797-1:2011, *Information technology — Security techniques — Message Authentication Codes (MACs) — Part 1: Mechanisms using a block cipher*

ISO 12813, *Electronic fee collection — Compliance check communication for autonomous systems*

ISO 14906:2011/Amd1:2015, *Electronic fee collection — Application interface definition for dedicated short-range communication*

ISO 15628:2013, *Intelligent transport systems — Dedicated short range communication (DSRC) — DSRC application layer*

ISO 17575-1:2015,¹⁾*Electronic fee collection — Application interface definition for autonomous systems — Part 1: Charging*

ISO/IEC 18033-3:2010, *Information technology — Security techniques — Encryption algorithms — Part 3: Block ciphers*

EN 12834:2003, *Road transport and traffic telematics — Dedicated Short Range Communication (DSRC) — DSRC application layer*

EN 15509:2014, *Electronic fee collection — Interoperability application profile for DSRC*

NIMA Technical Report TR8350.2 version 3, *Department of Defense World Geodetic System 1984, Its Definition and Relationships With Local Geodetic Systems*

3 Terms and definitions

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

3.1

access credentials

trusted attestation or secure module that establishes the claimed identity of an object or application

[SOURCE: EN 15509:2014, 3.1]

3.2

attribute

addressable package of data consisting of a single data element or structured sequences of data elements

3.3

authentication

security mechanism allowing verification of the provided identity

[SOURCE: EN 301 175]

3.4

authenticator

data, possibly encrypted, that is used for authentication

[SOURCE: ISO/TS 19299:2015, 3.5]

3.5

charge object

geographic or road related object for the use of which a charge is applied

3.6

data integrity

property that data has not been altered or destroyed in an unauthorized manner

[SOURCE: ISO/TS 19299:2015, 3.28]

3.7

on-board equipment

OBE

Note 1 to entry: all required equipment on-board a vehicle for performing required EFC functions and communication services

1) To be published.