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Entwurf

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Vorgesehen als Ersatz für
DIN CEN ISO/TS 17575-1
(DIN SPEC 70660):2011-08

**Elektronische Gebührenerhebung –
Definition der Anwendungsschnittstelle für autonome Systeme –
Teil 1: Abrechnung (ISO/DIS 17575-1:2013);
Englische Fassung prEN ISO 17575-1:2013**

Electronic fee collection –
Application interface definition for autonomous systems –
Part 1: Charging (ISO/DIS 17575-1:2013);
English version prEN ISO 17575-1:2013

Perception du télépéage –
Définition de l'interface d'application pour les systèmes autonomes –
Partie 1: Imputation (ISO/DIS 17575-1:2013);
Version anglaise prEN ISO 17575-1:2013

Anwendungswarnvermerk

Dieser Norm-Entwurf mit Erscheinungsdatum 2013-11-15 wird der Öffentlichkeit zur Prüfung und Stellungnahme vorgelegt.

Weil die beabsichtigte Norm von der vorliegenden Fassung abweichen kann, ist die Anwendung dieses Entwurfes besonders zu vereinbaren.

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Gesamtumfang 41 Seiten

Normenausschuss Automobiltechnik (NAAutomobil) im DIN
DKE Deutsche Kommission Elektrotechnik Elektronik Informationstechnik im DIN und VDE

Nationales Vorwort

Dieses Dokument (prEN ISO 17575-1:2013) wurde vom technischen Komitee ISO/TC 204 „Intelligent transport Systems“ in Zusammenarbeit mit dem technischen Komitee CEN/ TC278 „Straßentransport und Verkehrstelematik“ erarbeitet, dessen Sekretariat vom NEN (Niederlande) gehalten wird.

Das zuständige deutsche Normungsgremium ist der Gemeinschaftsarbeitsausschuss NA 052-02-71 GA „Straßenverkehrstelematik“ des Normenausschusses Automobiltechnik.

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.

Dieser Teil der Normenreihe EN ISO 17575 definiert das Format und die Semantik der Austauschdaten zwischen elektronischer Gebührenerhebungseinrichtung im Fahrzeug und der elektronischen Einrichtung der korrespondierenden Anbieter von Mautgebühren.

Damit wird eine einheitliche Schnittstelle zwischen Straßenfahrzeug und Mautanbieter definiert, die die Einführung international standardisierter Mautsysteme unterstützt.

Änderungen

Gegenüber DIN CEN ISO/TS 17575-1 (DIN SPEC 70660):2011-08 wurden folgende Änderungen vorgenommen:

- a) Korrektur verschiedener Fehler;
- b) Anpassung an neuere Versionen anderer Normen, besonders zu ISO 14906;
- c) Verschiedene kleinere technische- und editorische Verbesserungen unter Berücksichtigung der Abwärtskompatibilität;
- d) Überführung in eine DIN EN ISO.

Nationaler Anhang NA (informativ)

Die Benennungen der folgenden Begriffe sind identisch mit den Benennungen in der Englischen Fassung.

Für die Anwendung dieses Dokuments gelten die folgenden Begriffe.

3.1

Gebietsabrechnung

(en: area charging)

Abrechnung basierend auf einer Straßennutzung innerhalb eines vorgegebenen Gebiets

3.2

Attribut

(en: attribute)

adressierbares Datenpaket, welches aus einem einzelnen Datenelement, oder einer strukturierten Sequenz von Datenelementen besteht

3.3

authentifizierendes Merkmal

(en: authenticator)

Daten, die an eine Dateneinheit oder kryptografische Transformation angehängt sind, welche dem Empfänger der Daten erlaubt, die Echtheit und Integrität der Datenquelle und/ oder Daten zu prüfen und sie gegen Fälschung zu schützen

3.4

Back-End

EDV und Kommunikationseinrichtung eines Akteurs (z. B. Mauterheber oder Maut Dienstanbieter) um Datenaustausch mit einem Front- oder Back-End

3.5

Abrechnungsobjekt

(en: charge object)

beliebiges geografisches- oder straßenbezogenes Objekt zur abrechnungsbezogenen Nutzung

3.6

Abrechnungsbericht

(en: charge report)

Informationen, die für das Front-End hervorgebrachte Straßennutzungs- und Zusatzinformationen beinhalten

3.7

Absperrung

(en: cordon)

Grenzlinie in einem Gebiet

3.8

Absperrabrechnung

(en: cordon charging)

Abrechnung zur Überquerung von Absperrungen

3.9

Datenelement

(en: data element)

kodierte Information, welche selbst aus weiteren Basis-Informationsstrukturen bestehen kann

3.10

Datengruppe

(en: data group)

Klasse von verwandten Attributen

3.11**Front End**

Teile eines Mautsystems mit dem Benutzungsdaten eines individuellen Straßenbenutzer gesammelt, verarbeitet und an die „Back-End“-Einheit übermittelt werden

3.12**Vertreter**

(en: proxy)

optionale Einheit des „Front Ends“ welches externen Einrichtungen kommuniziert und Daten in ein abgestimmtes Format überführt und an das Back-End übermittelt

3.13**Straßensektionsmaut**

(en: road section tolling)

Mautprinzip, bei dem die Gebühr anfällt, wenn ein vordefinierter Straßenabschnitt benutzt wird

3.14**Maut**

(en: toll)

Beliebige Abrechnung, Steuer, oder Verpflichtungsabgabe in Verbindung einer Fahrzeugbenutzung innerhalb einer Mautdomäne

3.15**Mautbereich**

(en: toll cluster)

Gruppe von Mautschemata die unter einem gemeinsamen Abkommen arbeiten um für Straßennutzer Interoperabilität zur Verfügung zu stellen, die einen Vertrag mit einem Dienstanbieter haben und Teil des Bereiches sind

3.16**Maut Kontext**

(en: toll context)

Logischer Blick auf ein Mautschema, welcher Anhand von Attributen und Funktionen definiert ist

3.17**Maut Kontextdaten**

(en: toll context data)

notwendige Datenmenge welche zur Festlegung des Maut Kontextes benötigt wird

3.18**Mautdomain**

(en: toll domain)

Bereich oder Teil eines Straßennetzwerks in der ein bestimmtes Mautregime angewendet wird

3.19**Mautregime**

(en: toll regime)

Menge von Regeln, einschließlich Betreiberregeln, welche die Erhebung von Maut in einer Mautdomain regeln

3.20**Transaktion**

(en: transaction)

Ganzheit des Austausches von Informationen zwischen zwei, physikalisch separat kommunizierenden, Einrichtungen

3.29**Transaktionsmodell**

(en: transaction model)

funktionales Modell, welches die Transaktionsstruktur der elektronischen Bezahlung beschreibt

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Foreword

- *Part 1: Charging*
- *Part 2: Communication and connection to the lower layers*
- *Part 3: Context data*
- *Part 4: Roaming*

Changes in second version of 17575-1

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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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.

ISO 17575-1 was prepared by Technical Committee ISO/TC 204, *Intelligent transport systems*, Subcommittee SC , and by Technical Committee CEN/TC 278, *Intelligent transport systems* in collaboration.

This second/third/... edition cancels and replaces the first/second/... edition (), [clause(s) / subclause(s) / table(s) / figure(s) / annex(es)] of which [has / have] been technically revised.

ISO 17575 consists of the following parts, under the general title *Electronic fee collection — Application interface definition for autonomous systems*:

- *Part 1: Charging*
- *Part [n]:*
- *Part [n+1]:*
- *Part 1: Part 1: Charging*
- *Part [n]:*
- *Part [n+1]:*

This second edition (ISO 17575-1:2013) of part 1 of ISO 17575 provides the following changes compared to the previous one:

- Correction of several errors also published in the form of corrigenda.

- Adaptation to new versions of other standards, especially ISO 14906.
- Several minor technical and editorial improvements, with emphasis on backward compatibility with the first version of ISO 17575.
- Conversion into a full Standard. The first version was a Technical Specification.

Introduction

Autonomous systems

This part of ISO 17575 is part of a series of specifications defining the information exchange between the Front End and the Back End in Electronic Fee Collection (EFC) based on autonomous on-board equipment (OBE). EFC systems automatically collect charging data for the use of road infrastructure including motorway tolls, zone-based fees in urban areas, tolls for special infrastructure like bridges and tunnels, distance-based charging and parking fees.

Autonomous OBE operates without relying on dedicated road-side infrastructure by employing wide-area technologies such as Global Navigation Satellite Systems (GNSS) and Cellular Communications Networks (CN). These EFC systems are referred to by a variety of names. Besides the terms autonomous systems and GNSS/CN systems, also the terms GPS/GSM systems, and wide-area charging systems are in use.

Autonomous systems use satellite positioning, often combined with additional sensor technologies such as gyroscopes, odometers and accelerometers, to localize the vehicle and to find its position on a map containing the charged geographic objects, such as charged roads or charged areas. From the charged objects, the vehicle characteristics, the time of day and other data that are relevant for describing road use, the tariff and ultimately the road usage fee are determined.

Some of the strengths of the autonomous approach to electronic fee collection are its flexibility, allowing the implementation of almost all conceivable charging principles, and its independence from local infrastructure, thereby predisposing this technology towards interoperability across charging systems and countries. Interoperability can only be achieved with clearly defined interfaces, which is the aim and justification of ISO 17575.

Business architecture

This part of ISO 17575 complies with the business architecture defined in the draft of the International Standard ISO 17573. According to this architecture, the Toll Charger is the provider of the road infrastructure and, hence, the recipient of the road usage charges. The Toll Charger is the actor associated with the Toll Charging role. See Figure 1.

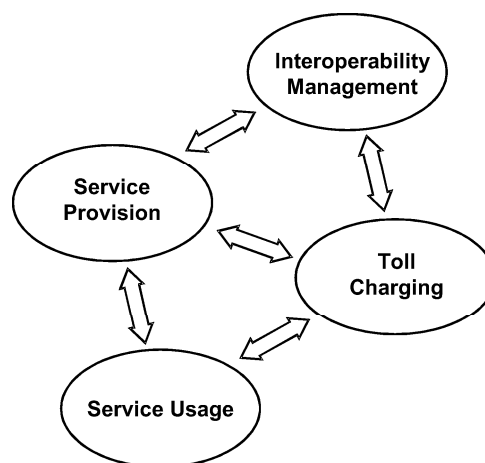


Figure 1 - The role-based model underlying this Standard

Service Providers issue OBE to the users of the road infrastructure. Service Providers are responsible for operating the OBE that will record the amount of road usage in all toll charging systems the vehicle passes

through and for delivering the charging data to the individual Toll Chargers. In general, each Service Provider delivers charging data to several Toll Chargers, as well as each Toll Charger in general receives charging data from more than one Service Provider. Interoperability Management in Figure 1 comprises all specifications and activities that in common define and maintain a set of rules that govern the overall toll charging environment.

Technical architecture

The technical architecture of Figure 2 is independent of any particular practical realization. It reflects the fact that some processing functionalities can either be allocated to the OBE or to an associated off-board component (Proxy). An example of processing functionality that can be realized either on- or off-board is map-matching, where the vehicle locations in terms of measured coordinates from GNSS are associated to geographic objects on a map that either resides on- or off-board. Also tariff determination can be done with OBE tariff tables and processing, or with an off-board component.

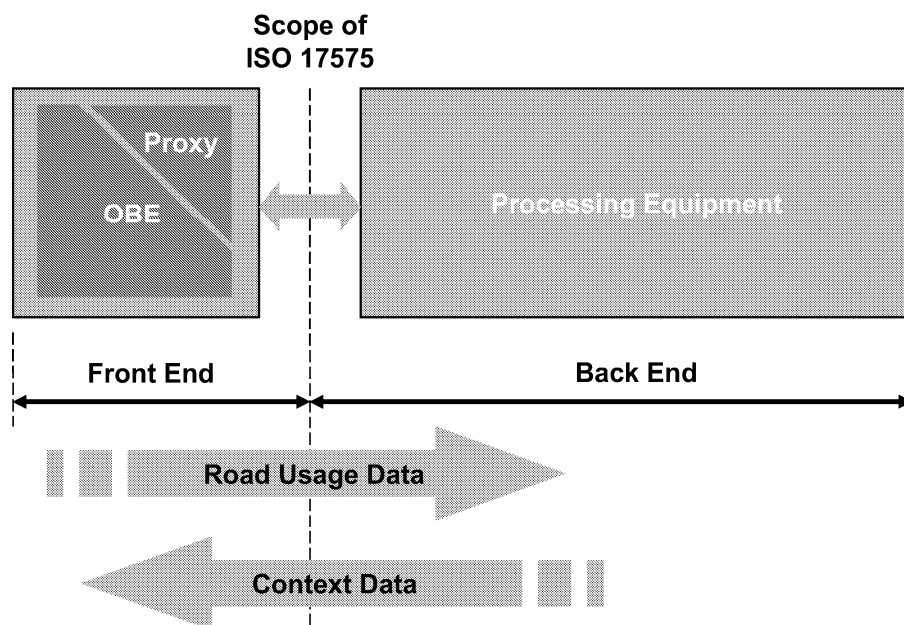


Figure 2 - Assumed technical architecture and interfaces

The combined functionality of OBE and Proxy is denoted as Front End. A Front End implementation where processing is predominately on OBE-side is known as a smart client (or intelligent client, fat client) or edge-heavy. A Front End where processing is mostly done off-board is denoted as thin-client or edge-light architecture. Many implementations between the "thin" and "thick" extremes are possible, as depicted by the gradual transition in the wedges in Figure 2. Both extremes of architectural choices have their merits and are one means where manufacturers compete with individual allocations of functionality between on-board and central resources.

Especially for thin client OBE, manufacturers might devise a wide variety of optimizations of the transfer of localization data between OBE and off-board components, where proprietary algorithms are used for data reduction and data compression. Standardization of this transfer is neither fully possible nor beneficial.

Location of the specification interface

In order to abstract from, and become independent of, these architectural implementation choices, the primary scope of ISO 17575 is the data exchange between Front End and Back End (see the corresponding dotted line in Figure 2). For every toll regime, the Back End will send context data, i.e. a description of the toll regime in terms of charged objects, charging rules and, if required, the tariff scheme to the Front End, and will receive usage data from the Front End.

It has to be noted also that the distribution of tasks and responsibilities between Service Provider and Toll Charger will vary individually. Depending on the local legal situation, Toll Chargers will require "thinner" or "thicker" data, and might or might not leave certain data processing tasks to Service Providers. Hence, the data definitions in ISO 17575 may be useful on several interfaces.

ISO 17575 also provides for basic media-independent communication services that may be used for communication between Front End and Back End, which might be line-based or an air-link, and can also be used for the air-link between OBE and central communication server.

The parts of ISO 17575

Part 1: Charging, defines the attributes for the transfer of usage data from the Front End to the Back End. The required attributes will differ from one Toll Charger to another, hence, attributes for all requirements are offered, ranging from attributes for raw localization data, for map-matched geographic objects and for completely priced toll transactions.

Part 2: Communication and connection to lower layers, defines basic communication services for data transfer over the OBE air-link or between Front End and Back End.

Part 3: Context Data, defines the data to be used for a description of individual charging systems in terms of charged geographical objects and charging and reporting rules. For every Toll Charger's system, attributes as defined in part 3 are used to transfer data to the Front End in order to instruct it which data to collect and report.

Part 4: Roaming, defines the functional details and data elements required to operate more than one EFC regime in parallel. The domains of these EFC regimes may or may not overlap. The charge rules of different overlapping EFC regimes can be linked, i.e. they may include rules that an area charging scheme will not be charged if an overlapping toll road is used and already paid for.

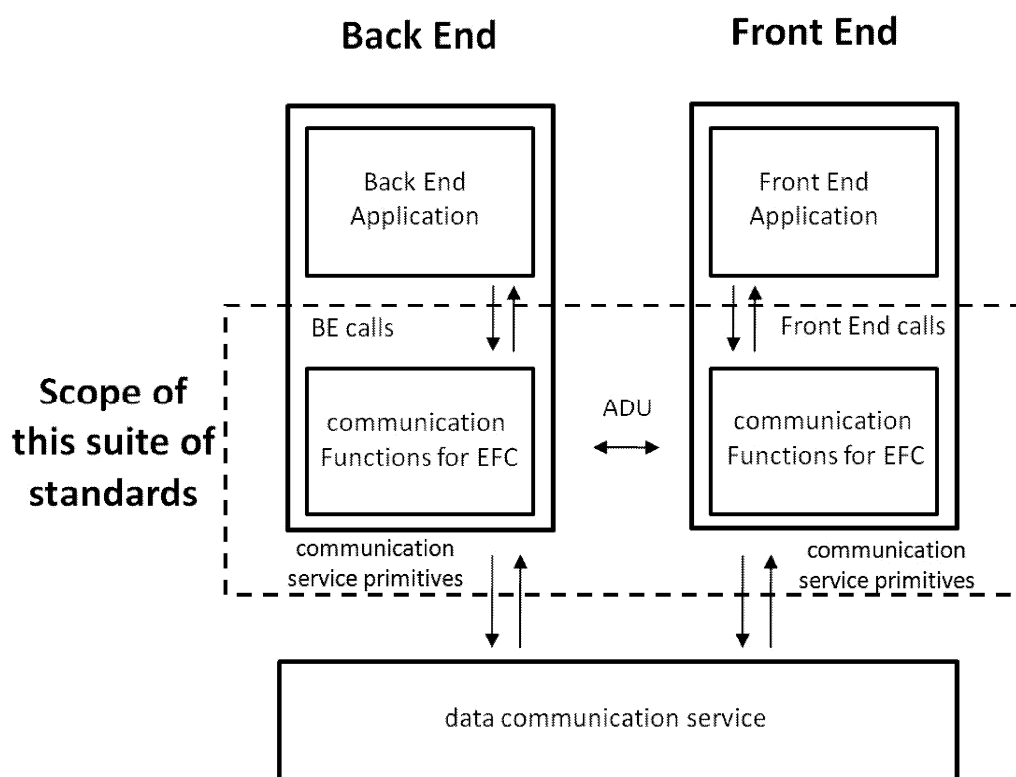


Figure 3 — Scope of ISO 17575

Application needs covered by ISO 17575

- The parts of ISO 17575 are compliant with the architecture defined in the international Standard ISO 17573.
- The parts of ISO 17575 support charges for use of road sections (including bridges, tunnels, passes, etc.), passage of cordons (entry/exit) and use of infrastructure within an area (distance, time).
- The parts of ISO 17575 support fee collection based on units of distance or duration, and based on occurrence of events.
- The parts of ISO 17575 support modulation of fees by vehicle category, road category, time of usage and contract type (e.g. exempt vehicles, special tariff vehicles, etc.).
- The parts of ISO 17575 support limiting of fees by a defined maximum per period of usage.
- The parts of ISO 17575 support fees with different legal status (e.g. public tax, private toll).
- The parts of ISO 17575 support differing requirements of different Toll Chargers, especially in terms of
 - geographic domain and context descriptions,
 - contents and frequency of charge reports,
 - feedback to the driver (e.g. green or red light),
 - provision of additional detailed data on request, e.g. for settling of disputes.
- The parts of ISO 17575 support overlapping geographic toll domains.
- The parts of ISO 17575 support adaptations to changes in
 - tolled infrastructure,
 - tariffs, and
 - participating regimes.
- The parts of ISO 17575 support the provision of trust guarantees by the Service Provider to the Toll Charger for the data originated from the Front End.

Electronic fee collection — Application interface definition for autonomous systems — Part 1: Charging

1 Scope

This part of ISO 17575 defines the format and semantic of the data exchange between a Front End (OBE plus optional proxy) and corresponding Back Ends in autonomous toll regimes. This part of ISO 17575 deals with the definition of the data elements used to report charging details from the Front End to the Back End and to receive data which can be used to re-configure the ongoing process of gathering charge relevant information in the Front End.

The constitution of the charge report is dependent on configuration data that are assumed to be present in the Front End. The assembly of charge reports can be configured for each individual toll regime according to local needs. Charge reports generated in accordance with this part of ISO 17575 are consistent with the requirements derived from the current architectural concept favoured in the relevant standardization bodies as defined in ISO 17573.

The data defined in this part of ISO 17575 are used to generate charge reports that contain information about the road usage of a vehicle for certain time intervals. The contents of these charge reports might vary between toll regimes. A toll regime comprises a set of rules for charging, including the charged network, the charging principles, the liable vehicles and a definition of the required contents of the charge report.

The data defined in this part of ISO 17575 are exchanged using an open definition of a communication stack as defined in ISO 17575 2.

The definitions in this part of ISO 17575 comprise:

- reporting data, i.e. data for transferring road usage data from Front End to Back End, including a response from the Back End towards the Front End;
- contract data, i.e. data for identifying contractually essential entities;
- road usage data, i.e. data for reporting the amount of road usage;
- account data for managing a payment account;
- versioning data;
- compliance checking data, i.e. data imported from ISO 12813, which are required in Compliance Checking Communications.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For the remainder of this document undated references to the documents below always refer to the dated versions listed in this clause.

ISO 6709:2008, *Standard representation of geographic point location by coordinates*