



BSI Standards Publication

**Intelligent transport systems – Cooperative ITS  
– Using V2I and I2V communications  
for applications related to signalized  
intersections (ISO/TS 19091:2019)**

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## National foreword

This Published Document is the UK implementation of CEN ISO/TS 19091:2019. It supersedes PD CEN ISO/TS 19091:2017, which is withdrawn.

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

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

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**Intelligent transport systems - Cooperative ITS - Using V2I  
and I2V communications for applications related to  
signalized intersections (ISO/TS 19091:2019)**

Systèmes intelligents de transport - Coopérative ITS -  
Utilisation de communications V2I et I2V pour des  
applications relatives aux intersections signalées  
(ISO/TS 19091:2019)

Intelligente Transportsysteme - Kooperative ITS -  
Nutzung von V2I und I2V-Kommunikation für  
Anwendungen bezogen auf Signalanlagen an  
Kreuzungen (ISO/TS 19091:2019)

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The period of validity of this CEN/TS 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 CEN/TS can be converted into a European Standard.

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**CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels**

## European foreword

This document (CEN ISO/TS 19091:2019) 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.

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The text of ISO/TS 19091:2019 has been approved by CEN as CEN ISO/TS 19091:2019 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](http://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](http://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 of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This document was prepared by Technical Committee ISO/TC 204, *Intelligent transport systems*.

This second edition cancels and replaces the first edition (ISO/TS 19091:2017), which has been technically revised.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

## Introduction

Cooperative-ITS (C-ITS) is a promising and remarkable advancement of intelligent transport systems (ITS). Numerous cooperative applications are specified that open up new possibilities to make traffic safer, more efficient, and smarter. Technologies are developed and improved to realize and support those new services and applications. To enable those applications, information needs to be reliably communicated between the stationary infrastructure and mobile vehicles.

This document describes the use cases for several applications that address safety, mobility, and ecological sustainability. Each use case has information needs that communication between vehicles and the infrastructure facilitate. It then identifies the information needs for the applications and the requirements to satisfy them. In turn, it maps the requirements into data frames and data elements to fulfil the requirements within the specified message set.

ISO 22951 has a relationship to this document. PRESTO addresses its user needs through the implementation of a specific system architecture similar to that described in ETCIP 1211. This architecture includes traffic signals, message signs, routing systems, human machine interfaces, and fixed detection locations. Many of PRESTO's data value details are "left to be defined to allow for discretionary definition by each country." The PRESTO architecture detects priority requesting vehicles by installing specific detection equipment at these locations.

This document uses a similar set of user needs to develop the message set between vehicles and the roadside equipment they interface. This document does not address the system architecture other than data needed to fulfil the user needs that will be managed elsewhere in the architecture. It details data values and structures in order to define the interface between these two devices. Routing information is supported in the architecture through other mechanisms and is not a need supported by the vehicle to roadside equipment information flows. The user needs also provide for priority by approach, a preconfigured strategy, and ingress/egress lane requests. This document is based on vehicles periodically broadcasting their location and trajectory information to other vehicles and the roadside infrastructure. This document complements ISO 22951 as it provides for vehicle location and request information directly from connected vehicles rather than the detection of the vehicles from other fixed sensing equipment. It does not address the architecture data flows and operations that are detailed within ISO 22951. In other terms, this document provides a connected vehicle alternative for request and status communication without impacting the back office or local intersection operations of priority management.

# Intelligent transport systems — Cooperative ITS — Using V2I and I2V communications for applications related to signalized intersections

## 1 Scope

This document defines the message, data structures, and data elements to support exchanges between the roadside equipment and vehicles to address applications to improve safety, mobility and environmental efficiency. In order to verify that the defined messages will satisfy these applications, a systems engineering process has been employed that traces use cases to requirements and requirements to messages and data concepts.

This document consists of a single document that contains the base specification and a series of annexes. The base specification lists the derived information requirements (labelled informative) and references to other standards for message definitions where available. Annex A contains descriptions of the use cases addressed by this document. Annexes B and C contain traceability matrices that relate use cases to requirements and requirements to the message definitions (i.e. data frames and data elements). The next annexes list the base message requirements and application-oriented specific requirements (requirements traceability matrix) that map to the message and data concepts to be implemented. As such, an implementation consists of the base plus an additional group of extensions within this document.

Details on information requirements, for other than SPaT, MAP, SSM, and SRM messages are provided in other International Standards. The focus of this document is to specify the details of the SPaT, MAP, SSM, and SRM supporting the use cases defined in this document. Adoption of these messages varies by region and their adoption can occur over a significant time period.

This document covers the interface between roadside equipment and vehicles. Applications, their internal algorithms, and the logical distribution of application functionality over any specific system architecture are outside the scope of this document.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

NOTE As this document contains multiple profiles, the reference's associated profile(s) are listed within braces.

ISO 22951, *Data dictionary and message sets for preemption and prioritization signal systems for emergency and public transport vehicles (PRESTO) {A, B}*

ISO 26684, *Intelligent transport systems (ITS) — Cooperative intersection signal information and violation warning systems (CIWS) — Performance requirements and test procedures {B}*

SAE J2735:2016, *Dedicated Short Range Communications (DSRC) Message Set Dictionary {A, B, C}*

ARIB STD-T109, *700 MHz Band Intelligent Transport Systems {B}*