



BSI Standards Publication

**Electronic fee collection
Guidelines for EFC
applications based on
in-vehicle ITS stations**

National foreword

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Electronic fee collection - Guidelines for EFC applications based on in-vehicle ITS stations

Perception de télépéage - Lignes directrices pour les applications de télépéage installées dans les stations de systèmes de transport intelligents (ITS) embarquées dans les véhicules

Elektronische Gebührenhebung - Richtlinien für Anwendungen der Elektronischen Gebührenhebung basierend auf fahrzeuginternen IVS Geräten

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Contents

Page

Foreword.....	5
Introduction	6
1 Scope	8
2 Normative references	8
3 Terms and definitions	9
4 Symbols and abbreviations	12
5 Context of C-ITS.....	13
5.1 Definition of C-ITS.....	13
5.1.1 Introduction	13
5.1.2 The European Commission basic definition.....	14
5.1.3 The vehicle active safety viewpoint.....	14
5.1.4 The CEN/ETSI/ISO definition	14
5.2 C-ITS role model and business architecture	15
5.2.1 Role model.....	15
5.2.2 Business architecture	17
5.3 Technical architecture.....	19
5.3.1 ITS Station architecture	19
5.3.2 ITS communication access technologies	20
5.3.3 Application provisioning and life cycle management.....	22
5.3.4 Security.....	23
5.4 Legal aspects and background.....	23
5.4.1 European action plan and directive for ITS	23
5.4.2 User privacy and data protection.....	24
5.4.3 Liabilities regarding application performance suitability for use.....	24
5.5 Overview of standardization activities.....	24
5.5.1 Introduction	24
5.5.2 Basic set of ITS applications	25
5.5.3 CEN/TC 278/WG 16 on cooperative systems	26
5.5.4 ISO/TC 204/WG 18 on cooperative systems	26
5.5.5 ISO/TC 204/WG 16 on wider area communications/protocols and interfaces	27
5.5.6 ETSI Technical Committee on ITS (ETSI TC ITS).....	27
5.6 Overview of R&D projects and other relevant initiatives	27
5.6.1 CVIS project on cooperative vehicle infrastructure systems	27
5.6.2 SAFESPOT project on road safety related applications.....	28
5.6.3 eCoMove project on road transport efficiency applications	29
5.6.4 DRIVE C2X project with focus on field trials	29
5.6.5 Car-to-car communication consortium (C2C-CC)	29
5.6.6 EasyWay project on applications for the major EU road network.....	30
5.6.7 COMeSafety and COMeSafety2 projects on road safety applications	30
5.6.8 Amsterdam Group	30
6 Context of EFC	30
6.1 Definition of EFC.....	30
6.2 EFC role model and business architecture.....	31
6.2.1 Role model.....	31
6.2.2 Business architecture	32
6.3 Technical architecture.....	33
6.3.1 Overview	33
6.3.2 Communication architecture	35

6.3.3	Autonomous OBE / Front End implementation.....	36
6.3.4	EFC security.....	37
6.4	Additional major aspects.....	38
6.4.1	Interoperability.....	38
6.4.2	Value added services based on EFC OBE.....	38
6.4.3	EFC outside Europe.....	40
6.5	Legal aspects and background.....	41
6.5.1	Toll domain specific.....	41
6.5.2	European Electronic Toll Service (EETS).....	41
6.5.3	User privacy and data protection.....	42
6.6	Overview of standardization activities.....	42
6.6.1	CEN/TC 278/WG 1 on Electronic fee collection and access control applications.....	42
6.6.2	ISO/TC 204/WG 5 on electronic fee collection and access control applications.....	42
6.6.3	ETSI Technical Committee for ITS (ETSI TC ITS).....	42
6.7	Examples of commercial projects.....	43
6.7.1	Small EFC system: Herrentunnel Lübeck (Germany).....	43
6.7.2	Nationwide EFC system: Germany.....	43
6.7.3	Interoperable EFC system: EasyGo.....	44
7	Outline of EFC requirements to an ITS Station.....	44
7.1	High level EFC requirements.....	44
7.2	Requirements for the EFC application(s).....	46
7.2.1	Detection of Charge Objects (autonomous toll domains).....	46
7.2.2	Provision of charge reports (autonomous toll domains).....	47
7.2.3	Fee calculation (autonomous toll domains).....	48
7.2.4	Generation of charge data (DSRC based toll domains).....	48
7.2.5	Location support (autonomous toll domains).....	49
7.2.6	Support of enforcement application.....	49
7.2.7	Operation of an enforcement application.....	49
7.2.8	Changing variable tariff parameters.....	50
7.2.9	Feedback to the road user.....	50
7.3	Resulting requirements for the ITS Station.....	51
7.3.1	Technical requirements.....	51
7.3.2	Security requirements.....	55
7.3.3	Operational requirements.....	58
8	EFC services in the C-ITS environment.....	60
8.1	EFC services on ITS Stations.....	60
8.2	Involved C-ITS sub-roles in the life cycle of EFC services.....	61
8.2.1	Life cycle of EFC services.....	61
8.2.2	C-ITS sub-roles involved in different phases of the EFC service life cycle.....	62
8.3	Combined models of EFC services in C-ITS context.....	66
8.3.1	C-ITS and EFC role model relations.....	66
8.3.2	Technical EFC architecture in C-ITS context.....	68
8.3.3	ITS Station Service Provider.....	70
8.3.4	Extended EFC role model in C-ITS environment.....	70
8.3.5	Business architecture.....	71
9	Considerations on particular implementation aspects.....	72
9.1	Introduction.....	72
9.2	Synergies.....	73
9.3	Particular and critical areas in relation to EFC in an ITS environment.....	74
9.3.1	Phase of migration from dedicated EFC devices to ITS-S based EFC.....	74
9.3.2	Resource management.....	77
9.3.3	Performance monitoring.....	80
9.4	Suitability for use and certification.....	81
9.4.1	Introduction.....	81
9.4.2	Conformity to specifications.....	82

9.4.3	Suitability for use tests	83
9.4.4	Certification	83
9.4.5	Registration and Certification Authority	84
9.4.6	Quality system approval und surveillance.....	85
9.5	Governance and responsibility	85
9.5.1	Introduction	85
9.5.2	Application configuration of the ITS Station	86
9.5.3	Technical implementation of the ITS Station	87
9.5.4	Update and installation of applications	88
10	Guidelines for further work.....	89
10.1	Role of EFC to boost the deployment of C-ITS.....	89
10.2	Actions to reduce barriers for the deployment of EFC applications — Create harmonized certification and test rules	90
10.2.1	Introduction	90
10.2.2	Issuing test rules	90
10.2.3	Guidelines on certification and tests.....	91
10.3	Recommendations for further standardization activities	91
10.3.1	Recommendations with regard to the area of EFC	91
10.3.2	Recommendations with regard to the area of (C-)ITS.....	93
10.4	Best practice	94
Annex A (informative)	Security Considerations	95
A.1	Introduction	95
A.1.1	Security areas and targets	95
A.1.2	System and application availability and reliability.....	95
A.1.3	Data security	95
A.1.4	User privacy protection.....	96
A.2	Security scope of this annex	96
A.3	General EFC security considerations.....	96
A.3.1	Security analysis.....	96
A.3.2	Security system	98
A.3.2.1	General.....	98
A.3.2.2	Technical security architecture	98
A.3.2.3	Organisational security architecture	98
A.4	System and application availability and reliability.....	99
A.5	Security of an ITS Station	100
A.5.1	General.....	100
A.5.2	Closed ITS Station application platform	100
A.5.3	Open ITS Station application platform	101
A.6	Summary.....	101
Bibliography	102

Foreword

This document (CEN/TR 16690:2014) has been prepared by Technical Committee CEN/TC 278 "Intelligent transport systems", the secretariat of which is held by NEN.

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A CEN Technical Report is a document adopted by CEN/CENELEC containing informative material suitable for publication as a European Standard or a Technical Specification.

This document has been prepared by CEN/TC 278/WG 1, Project Team 136. The work done by the project team has been governed by the Technical Committee CEN/TC 278 "Intelligent transport systems", the secretariat of which is held by NEN, and by CEN/TC 278/WG 1, Electronic fee collection and access control (EFC).

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Introduction

Increasingly, tolling systems are becoming automated and electronic fee collection (EFC) is becoming a pervasive service in Europe. The widespread deployment of EFC systems requires provisions to allow users to employ a single contract and a single OBE to circulate through many different toll domains. In Europe, for example, this need has been officially recognized and legislation on interoperability has already been adopted in the form of the Interoperability Directive 2004/52/EC and the EETS Decision 2009/750/EC.

Standardization in the context of Electronic Fee Collection has been active since the early '90s with the aim of providing the architecture and the definition of interoperable interfaces for interoperable tolling systems. Interoperable interfaces allow tolling systems to exchange information and make mutual use of it. Specifications of such interfaces have been provided in the form of Application Interface Definitions, which are to be considered as toolboxes for defining application protocols and application data exchanged. In many cases, interoperable application profiles have been defined to narrow down the options and provide a sound basis for interoperability.

The standardization results have major relevance for the future of the EETS. Some standards are directly referenced by the EETS Decision and are hence of mandatory application. Other standards provide open and interoperable definitions which are likely to be employed to fulfil the requirement that: "EETS equipment shall be designed in such a manner that its interoperability constituents utilise open standards."

EFC is one of the intelligent transport systems (ITS) applications with the widest deployment. Currently EFC equipment is mostly dedicated to one or a few applications only. On the one hand, EFC equipment is also becoming more capable and EFC OBE may provide platforms for delivering selected Value Added Services as analysed in CEN/TR 16219. On the other hand, future ITS Stations may in principle deliver the EFC Service to users, if certain requirements are fulfilled.

This Technical Report mainly provides a view on how "both worlds", the established and wide-spread EFC services and the emerging ITS services and platforms, could be combined to future solutions in which EFC services are considered as one service amongst others offered by ITS. The Report provides information to designers of ITS about the nature and specialities of the EFC services to be taken into account. It also provides EFC stakeholders with guidance how an integration of EFC into the set of services provided in the ITS environment may be achieved.

In order to identify the guidelines how EFC applications can be provided on ITS in-vehicle stations, the following approach is chosen:

- provide a view and understanding on both EFC and cooperative ITS in terms of available architectures, definitions, specifications, stakeholders and operational experiences (commercially available projects as well as research and trial activities);
- identify major EFC requirements that will have an impact to the ITS Station;
- provide a view on how EFC roles and functionalities (according to ISO 17573) shall be enabled and supported in the cooperative ITS context (in different phases of the entire life cycle of an EFC service);
- identify basic technical architecture that enables EFC services in an ITS context;
- analyse stakeholders in a business architecture and provide an example of a business architecture for EFC services in an ITS environment; and
- emphasize on particular key areas like conformance and certification, potential synergies in the context of the ITS Station, areas of major concern, governance, critical elements.

This approach could be chosen as the EFC environment is seen very mature in terms of architectural, technical and operational requirements and processes. EFC as a service is already in use in various

commercial projects in many countries throughout the world. Operational experiences have already been taken into account in refining the landscape of existing specifications in EFC. This can be seen as an extraordinary condition compared to other (future) ITS services for which such mature environmental and context is not yet available

ETSI TC ITS has defined a Basic Set of Applications in ETSI/TR 102 638 which is expected to be deployed relatively swiftly after completion of standardization of C-ITS. EFC is directly addressed in this Basic Set of Applications and considered as a primary application. Standardization of the EFC application requirements is, however, within the scope of CEN/TC 278/WG 1, which is in charge of defining the requirements for the EFC use cases in accordance with the set of standards developed by this Working Group.

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1 Scope

This Technical Report (TR) contains an analysis of the technical and operational feasibility of using a generic ITS Station as specified in ETSI EN 302 665, *Intelligent Transport Systems (ITS); Communications Architecture*, for EFC applications compliant to the requirements specified in ISO 17573, EN ISO 12855, CEN ISO/TS 17575 (all parts), EN ISO 14906, EN 15509, CEN ISO/TS 12813, CEN ISO/TS 13141 and CEN/TS 16439.

The scope of this Technical Report includes:

- description of the context of Cooperative ITS and the ITS Stations;
- providing details of the context of EFC applications;
- outlining the basic architectural concepts and role model of both EFC and Cooperative ITS;
- identification of core requirement areas for operation of an EFC application on an ITS Station;
- specification of a set of recommendations for functional, operational and security requirements to the ITS Station supporting the EFC application(s);
- description of a possible role model in which the roles known in EFC applications make use of the roles in the C-ITS system in order to provide EFC services in an C-ITS context;
- provision of considerations in particular areas of EFC like certification and governances;
- guidelines and recommendations for further standardization work in this area;
- emphasizing on security related elements of EFC that need to be considered in a C-ITS environment.

The scope of this Technical Report is limited to in-vehicle ITS Stations. However, an EFC service always requires the involvement of in-vehicle and central functionalities. Furthermore, for enforcement purposes as well as in DSRC based toll domains for toll charging purposes also, it is essential that road-side based functions are provided and operated. In order to facilitate EFC services a set of functionalities, tasks and responsibilities are defined and specified in an EFC role model (ISO 17573). These functionalities, tasks and responsibilities are shared between the roles Toll Charger, Toll Service Provider, Road User and Interoperability Management. All these roles interact with each other. As a consequence this Technical Report provides in various areas explanations that are beyond the in-vehicle environment. This is required in order to present the full environment and context. It keeps the readability of this document at a sound level and provides valuable information to those readers which are not yet familiar with EFC in detail.

Outside the scope of this Technical Report is:

- detailed technical specifications for EFC services and applications on C-ITS systems;
- implementation specific elements.

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.

EN 15509, *Road transport and traffic telematics - Electronic fee collection - Interoperability application profile for DSRC*