

STN P	Inteligentné dopravné systémy Mestské IDS Manažment zóny kontroly pre UVAR (urban vehicle access restriction – obmedzenie vstupu vozidiel) pri použití prepojených IDS	STN P CEN/TS 17380 01 8622
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Intelligent transport systems - Urban-ITS - Controlled Zone management for UVARs using C-ITS

Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 03/20

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English Version

**Intelligent transport systems - Urban-ITS - 'Controlled
Zone' management for UVARs using C-ITS**

Systèmes de transport intelligents - ITS urbains -
Gestion des zones contrôlées à l'aide du système C-ITS

Intelligente Verkehrssysteme - Urbane ITS - Urbane
ITS - Steuerung in einer "kontrollierten Zone" unter
Verwendung von C-ITS

This Technical Specification (CEN/TS) was approved by CEN on 26 August 2019 for provisional application.

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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Contents		Page
European foreword.....		3
Introduction		4
1	Scope.....	5
2	Normative references.....	5
3	Terms and definitions	5
4	Symbols and abbreviations	6
5	'Controlled Zone' management.....	6
6	Use cases.....	13
7	Elements of the CZRTM data dictionary.....	15
8	Messages and related security	18
Annex A (normative) ASN.1 module of the CZ data dictionary		19
Annex B (normative) Service announcement for the ITS application “CZ Management”		24
Annex C (normative) LDM data objects for CZ management.....		25
Bibliography.....		26

European foreword

This document (CEN/TS 17380:2019) has been prepared by Technical Committee CEN/TC 278 “Intelligent transport systems”, the secretariat of which is held by NEN.

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CEN/TS 17380:2019 (E)**Introduction**

This document is part of a set of standards related to Urban ITS (U-ITS). An overview on U-ITS requirements is provided in CEN/TR 17143 [3], which was developed under the European Commission's mandate M/456 [1]. Technologies already developed for Cooperative ITS (C-ITS) under the European Commission's mandate M/453 [2] are applicable for U-ITS.

Management of traffic in a “Controlled Zone” (CZ) is relevant for at least the following reasons:

- Movement of vehicles in cities producing traffic congestion and overcrowding on public transport at peak periods are issues that a jurisdiction may wish to control in order to allow cities to better manage the flow of traffic.
- As cities and urban complexes expand, and there is a significant trend from rural areas to cities around the world, pollution and congestion in these urban areas becomes an ever more significant problem. Traffic, i.e. vehicle movements within the urban complex, is not the only polluter but is considered to be a source of pollution; other causes are e.g. air conditioning, central heating systems, coal and wood burning heating, factories.

A CZ, also referred to as an “Urban Vehicle Access Restriction” (UVAR) zone, is the enactment of a traffic restriction to adhere to a permanent or temporary regulation applicable in a defined area.

It is recognized that different jurisdictions will design and introduce their own CZ paradigms of different method and construct. However, independent of the goal to be achieved or the political objective, the basic technical requirements to manage road traffic in a CZ is similar, and the basic methodologies are the same.

The methodology specified in this document is referred to as geofencing, i.e. the creation of a virtual geographic boundary, which, in a strict sense, is part of “Access Control and Enforcement Systems” (ACES).

1 Scope

This document provides information and specifications enabling management of road traffic in controlled zones applying geofencing. Specifically, this document provides

- a “Controlled Zone Data Dictionary” (CZDD) for management of controlled zones providing an extendible toolkit that regulators can use e.g. to inform potential CZ users, e.g. vehicles, about
 - the CZ area, i.e. the geographical boundaries of the CZ;
 - CZ access conditions including exemptions;
 - time windows indicating when these CZ access conditions are applicable, allowing the potential CZ users to select an appropriate routing, either by pre-trip planning or ad hoc re-routing,
 - and illustrations and guidelines on how to use this toolkit.

The toolkit is designed in compliance with the general ITS station and communications architecture specified in ISO 21217, and optionally applicable C-ITS protocols and procedures, e.g. ISO 22418:2018 ^[8] on “Service Announcement”, EN ISO 18750 on the “Local Dynamic Map”, and EN ISO 17419 ^[5] on globally unique identifiers.

Enforcement is out of 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.

EN ISO 18750:2018, Intelligent transport systems — Co-operative ITS — Local dynamic map

ISO 21217:2014, Intelligent transport systems — Communications access for land mobiles (CALM) — Architecture

CEN ISO/TS 21177¹, Intelligent transport systems — ITS station security services for secure session establishment and authentication between trusted devices

koniec náhľadu – text ďalej pokračuje v platenej verzii STN

¹ Under preparation. Stage at the time of publication: FprCEN ISO/TS 21177