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Intelligent transport systems — ITS Safety and emergency messages using any available wireless media — Data registry procedures

Systèmes intelligents de transport — Messages de sûreté et d'urgence pour les SIT utilisant tous les moyens de transmission sans fil disponibles — Procédures d'enregistrement des données

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ISO copyright office
Case postale 56 • CH-1211 Geneva 20
Tel. + 41 22 749 01 11
Fax + 41 22 749 09 47
E-mail copyright@iso.org
Web www.iso.org

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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.

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.

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Introduction

The scale of death and injury on the roads of the world is recognized as a significant problem. To use a relatively safe continent, Europe, as an example, the European project Emerge calculated that in the EU, in 1998 (then including 15 countries), there were 43 000 dead and 1,7 million injured on the roads. By 2004, collated national statistics showed that the toll still exceeded 41 000 dead and 1,5 million injured. The death and injury toll in North America is at a similar level, and although, pro rata, the death and injury rates in Japan are at a slightly lower level, they remain unacceptable. Despite an aggressive road-safety policy, the statistics are slightly worse in Australia. In the emerging countries, the death and injury toll is significantly higher in almost every country.

As a result, in a series of initiatives around the world, governments have committed themselves to halving this carnage within a decade. In most of the developed world, where there have already been strenuous efforts to make the driving experience safer, it is becoming increasingly more difficult to make further improvements using traditional techniques. Intelligent transport systems (ITS) are therefore seen as being the key to achieving the ambitious targets that have been set.

Many ITS systems involve the exchange of data in order to provide services, and particularly safety services. Data is, and increasingly will be, sent from the infrastructure to the vehicle, from vehicle to infrastructure, from vehicle to vehicle, around the vehicle, and around the infrastructure. Much of this data remains within closed systems; however, an increasing amount of data can be shared to improve ITS service provision, and in particular, improve the safety of the driving experience and make a major contribution to the reduction of the death and injury toll. A number of intelligent transport systems/eSafety initiatives, such as "eCall" and "Automatic Crash Notification" crash messaging systems, are being developed. The European eCall project has an ambitious target to automatically provide, across the whole of Europe, a common 'minimum set of data' (MSD) to public service assistance providers (PSAPs) in the event of a crash.

Some of these data concepts, such as the MSD, are or will be defined and declared in International or Regional Standards, but much of the available and potentially useful data is not codified, and can be difficult to codify in standards because of differences between proprietary systems, and the speed at which the rapid evolution of systems provide data, which is much faster than the standardization process can agree and codify it.

Some of this data can be very useful to relevant third parties in crash, crash avoidance, crash mitigation and emergency systems. For example, a vehicle manufacturer can generate information about the number of persons in a vehicle, whether those persons are large or small (to ensure that airbags inflate safely), and they can monitor tyre pressure, speed of travel, etc. The available information can vary from vehicle model to vehicle model, can differ according to the manufacturer's market strategies, and will certainly differ and evolve over time so that the data available in a particular model in 2015 will be enhanced or different to that available in the same model in 2010. In these circumstances, it will be difficult or impossible to 'standardize' the available data as this would slow down the speed at which additional safety measures could be introduced, and interfere with the marketing incentives to provide additional safety services.

However, vehicle manufacturers might be able and willing to share that information with the emergency services, and might need an easy way to share information in collision avoidance and accident mitigation systems (such as ice and slippery-road alerts) and indeed might wish to collate data in order to more quickly identify and rectify design and software faults and reduce their exposure to liabilities. Road authorities might wish to make national data [such as variable message sign (VMS) information] available to vehicles in advance of international standardization of VMS messages or to deal with messages peculiar to that country.

While Europe can succeed in defining and codifying the common data concept known as the MSD, and can succeed in persuading vehicle manufacturers (by encouragement or legislation) to make this data available in the event of a crash or emergency, this will not pertain around the world. Other global initiatives, such as the 'Global Standards Cooperation' task force on automatic crash notification and emergency messages, can define additional or different data concepts. As described in the examples given in this introduction, vehicle manufacturers themselves will define data concepts that can be useful in the event of a crash or emergency, and to otherwise improve the safety of the driving experience.

As technical capability improves and as more attention is given to safety-related services, it becomes imperative that transmitted messages can be quickly and clearly understood by the recipient, or by both parties in interactive safety systems.

There can be a wide variety of message recipients. In the case of emergency crash messages, this can be a public service answering point (PSAP) which can be highly automated, or it can be a simple human respondent whose requirement is to get some precise, and accurate, human readable data to support a telephone call to the emergency services. At the other end of the scale, in respect of automated collision-avoidance systems, and other automatic safety ITS services, this can be a vehicle-vehicle, infrastructure-vehicle, or vehicle-infrastructure communication. Throughout the whole range of such messages, it is crucial that safety-related messages be quickly, clearly and unambiguously understood by the recipient.

This requires that the definition of the data be not only precise, but also freely available, whether available to system designers at the point of system design/deployment, or immediately available to a PSAP or other relevant recipient in respect of situations such as emergency crash-notification systems. This requires the availability of a common data registry as a repository for these safety-related messages and data concepts.

This International Standard provides the framework for the standardized operation and quality of service for one or more freely available data registries for ITS safety messages and data concepts.

The definitions in this International Standard are consistent with ISO 14817 (ITS Data Registries) and ISO/IEC 11179 (General principles for data registries).

In respect of automatic safety systems, such messages are normally determined at the point of system specification. However, in practice, in-vehicle technology is already developing rapidly, and will continue to do so, and new and additional data can well become available during the life of a system. In case of emergency, vehicles will have available data on board that can be useful, indeed vital, to PSAPs. For liability reasons, now that vehicles are data rich, vehicle manufacturers can well equip vehicles with an "Event Data Recorder" (EVR), the equivalent of the aircraft "Black Box". Such a device can identify factors such as the speed of the vehicle immediately before the crash, acceleration/deceleration rates, whether anti-lock or traction control systems were activated, etc. Future vehicles can also carry data from collision-avoidance warnings and collision-avoidance technology: how many passengers, what gear the car was in, etc. Where these systems (or other useful and related information) are available, they can provide very useful and timely information to a relevant recipient such as a PSAP; it cannot, however, be "required" as part of a "Standard" message.

The resultant "ITS Emergency and Safety Data Registry/Registries" are therefore likely to contain a mix of standardized data concepts, proprietary data concepts, and data concepts designed for national or regional use.

Additionally, there is the important consideration that equipment introduced into vehicles in 2010 can still be operational in 2040, whereas wireless communications media have much shorter life expectations. So in addition to new and additional data concepts, the means of carrying these across wireless media will also change. This International Standard is therefore media independent. It does not specify any particular means of data transfer; it simply enables data that is transferred to be unambiguously understood by the recipient.

To improve the veracity of receipt of crash information, rather than relying on a single media, it is felt that, in many circumstances, such vital information is sent, where possible over multiple media, indeed using each and every available media.

It is also not the intention that there will necessarily be a single global ITS emergency and safety message data registry, although this can be desirable for specific reasons. Regional or national instantiations can also be supported by this International Standard.

This International Standard provides the framework in which to operate such a data registry. It does not mandate the use or provision of any data concepts, nor involve itself with the security of transmission, issues of privacy, nor technical means of data transfer. It simply provides the rules to operate, with a high quality of service, a data repository to enable relevant parties to immediately, usually by automatic means, understand the precise and unambiguous meaning of an emergency safety-related message.

It is recognized that, in most implementations, tools will be required to use the contents of the data registry. However, this International Standard defines only the procedures for such a registry and the definition of such tools is outside the scope of this International Standard.

