



Comité Européen de Normalisation
Europäisches Komitee für Normung



TC 278 *Road Transport and Traffic Telematics*

N1840

Title : Proposal for new work: ITS architecture update

Source : ÖN, Austrian member body

Date : 2006-07-20

Status : For decision at the forthcoming plenary meeting

Work item :

Note :

n1840 Proposal for new work on ITS architecture update.doc

Secretariat: **Nederlands Normalisatie-instituut (NNI)**

Mr. J.A. Dijkstra
Vlinderweg 6
P.O. box 5059
2600 GB Delft
The Netherlands

Telephone : +31 15 2 690 127
Telefax : +31 15 2 690 242
Telex : 38144 nni nl
Internet : jelte.dijkstra@nen.nl
WWW : <http://www.nen.nl/cen278>

FORM A

Proposal for a new project



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

Title of project (shortened):
ITS Architecture Update...

CEN/TC: 278

Other:
(if applicable)

Name and address of the proposing organisation :
Austrian Standard Institute

Telephone No. : 00431 21300 413

Date : .19-07-2006.....

Information to be supplied by the proposer of the new project

1 Title (in full)

ITS Architecture Update considering the recent technological developments in road transport telematics including the necessary interfaces to other transport modes and also an Europe wide enforcement .

The title should be unambiguous and as concise as possible. Where the proposal is for a new work item, the title should specify the subject to be covered and type of standard, e.g. terminology, method of test, performance requirements, etc.

2 Scope

Within the EU R&D-Programmes (5th and 6th FWP) a number of projects have developed specific parts of ITS-Architectures with respect to the specific work program contents. On the other hand on European level a few projects have been dedicated to develop a framework for ITS-Architecture in Europe (KAREN, FRAME, e.t.c.). Within CEN the activities concerning ITS-Architecture is not actively maintained. Additionally for the EETS (European Electronic Toll System) is an Europe wide enforcement necessary, which is not reflected in the Architecture.

The discussion in the Austrian mirror group (K220 former FNA220) raised an increasing concern that national different activities (on projects and/or national level) are not adequately coordinated with respect to the necessary harmonisation of an European ITS-Architecture.

A cost effective implementation (cost and benefit) of telematics based intercommunication for different services in the road transport sector needs obviously a careful guidance. There is an increasing demand to improve information exchange between the different modes of transport.

This means that the specific focus on the update of the ITS-Architecture is given to information interfaces between road telematics and applications on other transport modes for means of transport.

It is widely known that the basis for this guidance is a solid and up to date ITS-Architecture specifically on the information and technology level.

The scope should define precisely the field of application. Where the new project relates to a new activity or a range of standards, the scope should begin with 'Standardization of...' or 'Standardization in the field of ...'

3 Justification and purpose

Why is standardization needed? Explain the economic, commercial/industrial, safety, consumer protection or other benefits of the proposal. If necessary, continue on a separate sheet.

The fragmentation of the administration of the international transport network due to national interests and their traditional structures affect the European wide economic flow of goods. The harmonisation based on European standards improves the efficiency of European road network operation (traffic management and traffic information, see EU TEN TEMPO Program). As a consequence the efficient traffic management reduces the negative impact on the environment.

Within the EU 25 member states (in the future 27) the harmonisation extends the economy of scale for the telematics deployment and stimulates the market for the industrial telematics products within a population of approximately 500 million inhabitants. It fosters the advanced technical solutions and builds a leading edge in the knowledge on the world market for the European industry.

Homogeneous supra national levels of traffic information preserve the investments of commercial and private users of traffic information equipment and foster their appropriate application.

The efficient and reliable and real time provision of traffic information in a multilingual environment is an essential and appropriate contribution to improve the safety of drivers on road transport. On European level a contribution of 25% reduction on fatalities and death are expected by this.

It is a support of the European transport policy too to achieve the goals defined in the White Book.

4 Is the standard required as a reference document for use in an EU Directive?

YES ☐ NO ☐

(This question should only be answered when the European Commission is responsible for the proposal)

4.1 What Directorate General is responsible? Give details.

.....

4.2 If so, what is (are) the specific aim(s) of the Directive e.g.?

	YES	NO		YES	NO
Abolition of barriers	<input type="checkbox"/>	<input type="checkbox"/>	Health	<input type="checkbox"/>	<input type="checkbox"/>
What barriers to trade can be identified ?			Safety	<input type="checkbox"/>	<input type="checkbox"/>
Do they hamper :			Environment	<input type="checkbox"/>	<input type="checkbox"/>
Commerce	<input type="checkbox"/>	<input type="checkbox"/>	Other aims <input type="checkbox"/>	<input type="checkbox"/>	
Production	<input type="checkbox"/>	<input type="checkbox"/>	(please specify)		
Exchange of services <input type="checkbox"/>	<input type="checkbox"/>			
Free circulation of goods	<input type="checkbox"/>	<input type="checkbox"/>		

5 Is the proposed standard likely to be suitable for certification purposes?

YES

6 Priority category

Indicate to which, if any, of the following categories the project belongs :

Category A : Subject of mandates from the Commission of the EU and/or

Yes

EFTA for tasks requested by these two organizations for rapid completion (**M338 ?**)

Category B : Drafts relating to the harmonized application of ISO standards **Yes**

Category C : Existing or new subjects for which CEN offers an acceptance **Yes**,
see *Documents prepared by WG13*

procedure for drafts established by European professional standardizing bodies having safeguard of constitution and effectiveness comparable with that of a CEN technical committee and where no ISO work already exists.

An explanation should be provided by the originator of any proposal for a new project which does not fall within the priorities defined here.

7 Programme of work

7.1 What are the objectives of the project?

	YES	NO		YES	NO
Safety, health, protection of the environment, energy conservation	X	<input type="checkbox"/>	Variety control	X	<input type="checkbox"/>
			Others (specify)	<input type="checkbox"/>	<input type="checkbox"/>
Interface, interchangeability	X	<input type="checkbox"/>			
Performance, function, quality	X	<input type="checkbox"/>			

7.2 Which of the following aspects are to be standardized?

	YES	NO		YES	NO
1) Terminology	X	<input type="checkbox"/>	3) Marketing, labelling, packaging, transport	<input type="checkbox"/>	X
Symbols/Signs Designation	X	<input type="checkbox"/>			
2) Characteristics :			4) Sampling	<input type="checkbox"/>	<input type="checkbox"/>
Dimensions	<input type="checkbox"/>	<input type="checkbox"/>			
Mechanical	<input type="checkbox"/>	<input type="checkbox"/>	5) Methods of test	X	<input type="checkbox"/>
Chemical	<input type="checkbox"/>	<input type="checkbox"/>			
Acoustical	<input type="checkbox"/>	<input type="checkbox"/>	6) Performance requirements	X	<input type="checkbox"/>
Thermal	<input type="checkbox"/>	<input type="checkbox"/>			
Electrical*	<input type="checkbox"/>	<input type="checkbox"/>	7) Others	X	<input type="checkbox"/>
Other physical	<input type="checkbox"/>	<input type="checkbox"/>	(Please specify)		
Non-physical, i. e. logical	X	<input type="checkbox"/>	Legal and administrative requirements		

* Necessary contact with CENELEC

7.3 What is your estimation of the time needed for the technical project **2 years**.....
up to the completion of the draft EN/HD for the CEN enquiry?

7.4 What is the proposed deadline for submission of the draft EN/HD to **2009**.....
the CEN formal vote?

7.5 What is the latest date by which the standard should be published? **2009**.....

8 Standards or other documents on which it is intended to base the European Standard

8.1 List of standards or other documents (please give titles, reference and date)

To be listed

8.2 Is there an existing International Standard? YES **X** NO ☐

If 'YES',

a) give details : ISO TC 204 WG1ISO14813

b) is it suitable for harmonization?

YES ☒ NO ☐

If 'NO', give reasons :

8.3 Is any aspect detailed in 7.2 already referred to in existing :

	YES	NO		YES	NO
1) International Standards*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3) Other specifications or requirements*	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) National Standards*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4) Not known	<input type="checkbox"/>	<input type="checkbox"/>

• If 'YES', please identify on a separate sheet.

• Previous documents of WG 13 TC278 and ISO TC204 WG XX, results and documentation of relevant European projects (KAREN, FRAME etc) and national architectures like ACTIF (France) and ARTIST (Italy) and others.

8.4 Is any requirement included in the documents, and detailed in 7.2 considered to be of outstanding importance by the originator? NO

If 'YES', give details

9 Are there any documents in the same field whose requirements must be taken into account during the technical work? YES ☒ NO ☐ Not Known ☐

If 'YES', give brief details : Previous documents of WG 13 TC278 and ISO TC204 WG1, results and documentation of relevant European projects (KAREN, FRAME etc) and national architectures like ACTIF (France) and ARTIST (Italy) and others.....

10 Will liaison with outside bodies be necessary? YES ☒ NO ☐

If 'YES', give brief details : . ISO TC204..WG1: ISO 14813.....

11 Is there any existing national legislation which may be relevant to CEN Work in this area?

YES ☐ NO ☐ Not Known ☒

Please specify such legislation and give details : In respect of enforcement some national legislation exists but these different national laws prevent a harmonized Europe wide enforcement procedure.

12 Is any aspect governed by the requirements of inspection bodies?

YES ☐ NO ☐ Not Known ☒

Give brief details :

13 Would any aspect conflict with known patented items? YES ☐ NO ☒

(ISO Directives, Part 2 and CEN/CENELEC Guide n°8 refers)

If 'YES', provide full information on a separate sheet.

14 Participation in work

YES NO

14.1 Is the proposer prepared to participate diligently in the work? **X** ☐

14.2 Is the proposer, if a CEN member, prepared to undertake the Secretariat duties if a new CEN/TC is necessary? ☐ **X**

14.3 Is the proposer prepared to undertake the preparatory work required for a new work item? **X** ☐

15 Documentation

All documentation previously referred to should accompany this proposal and be listed below.

Are any of the attached documents to be circulated to CEN members with the proposal?

YES ☐ NO ☐

Please send an electronic copy of these document(s) together with the proposal to CMC.

Signed :

Date : 19. 07. 2006.....

Name : Dr. Peter Jonas

Position: Committee Manager